



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.  
 "POWAN," 2,380 " " " R. D. Thomas.  
 "FATSHAN," 2,380 " " " W. A. Valentine.  
 "HANKOW," 2,373 " " " C. V. Lloyd.  
 "KINSHAN," 1,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2.00 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 2,380 tons, Captain J. Wilcox.

S.S. "NANNING," 2,380 " " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.  
 Canton to Tak Hing, Single \$12.50. Return \$21.00.  
 Canton to Samshui, Single \$7.50.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.

Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

## HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon, Single \$6.00.

Hongkong to Kumchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.,

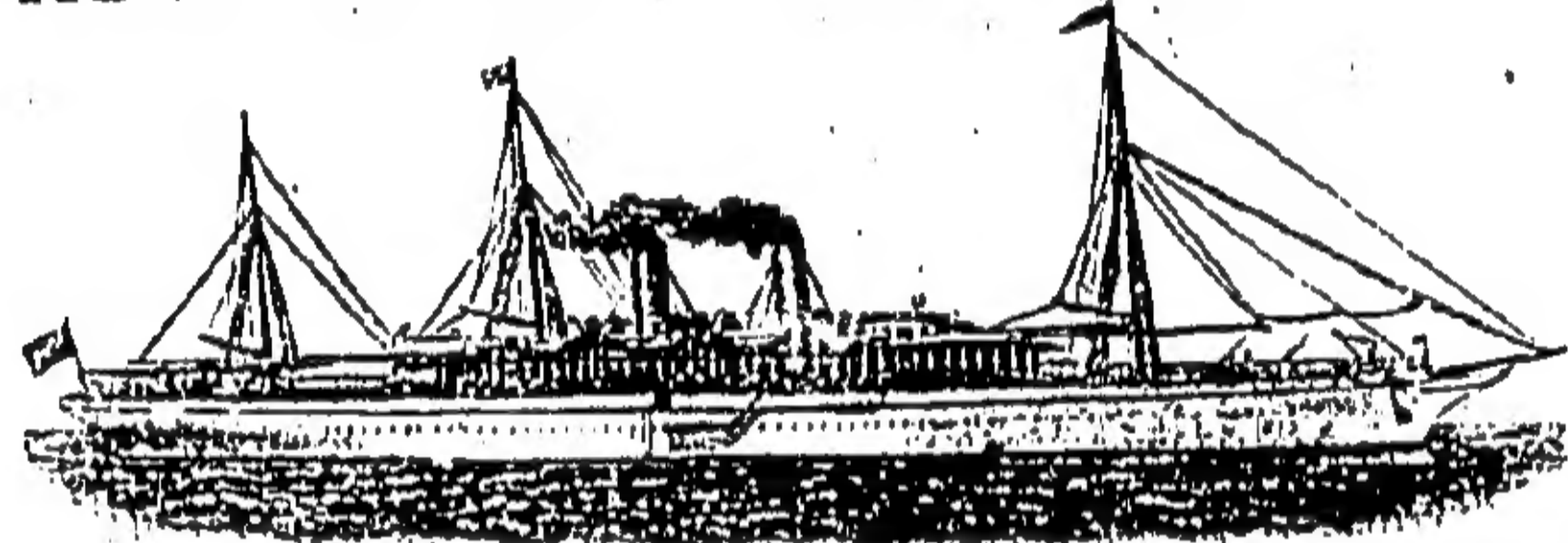
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA," 6,000 Tons, WEDNESDAY, 11th January, 1905.

"TARTAR," 4,425 " " " WEDNESDAY, 25th January.

"EMPERESS OF INDIA," 6,000 " " " WEDNESDAY, 8th February.

"EMPERESS OF JAPAN," 6,000 " " " WEDNESDAY, 8th March.

"ATHENIAN," 3,440 " " " WEDNESDAY, 15th March.

"EMPERESS OF CHINA," 6,000 " " " WEDNESDAY, 29th March.

Hongkong to London, 1st Class, via St. Lawrence \$60. Via New York \$62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail, \$40.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "intermediate" Passengers only at inter-

mediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 30th December, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRAOHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

O. FERD. LAEISZ. HAVRE AND HAMBURG. 11th January. Freight.

von Hoff. (Calling at S'PORE, PENANG &amp; COLOMBO).

AMBRIA. HAVRE AND HAMBURG. 22nd January. Freight.

Porzellius. (Calling at S'PORE, PENANG &amp; COLOMBO).

SITHONIA. HAVRE AND HAMBURG. 27th January. Freight.

Hildebrandt. (Calling at S'PORE, PENANG &amp; COLOMBO).

ARCADIA. HAVRE AND HAMBURG. 7th Feb. Freight.

Förck. (Calling at S'PORE, PENANG &amp; COLOMBO).

ANDALUSIA. HAVRE AND HAMBURG. 21st Feb. Freight.

Filler. (Calling at S'PORE, PENANG &amp; COLOMBO).

SAMBIA. HAVRE AND HAMBURG. 7th March. Freight.

Lining. (Calling at S'PORE, PENANG &amp; COLOMBO).

RHENANIA. HAVRE AND HAMBURG. 21st March. Freight and

Passengers. (Calling at S'PORE, PENANG &amp; COLOMBO).

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

HONGKONG, 10th January, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN &amp; CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

Hongkong, 10th January, 1905.

## Notices of Firms.

## NOTICE.

THE IMPERIAL BANK OF CHINA.

I Have this day Resumed Charge of the

HONGKONG BRANCH.

E. W. RUTTER,

Manager.

Hongkong, 5th January, 1905.

## WANCHAI STORING CO.

FROM 1st January, 1905, we have Ceased

to be AGENTS for the above Company.

SHEWAN, TOMES &amp; Co.

Hongkong, 5th January, 1905.

## NOTICE.

THE Interest and Responsibility of the late

JAMES PARK WINGATE (deceased)

in our Firm, ceased on 31st December, 1904.

TAIT &amp; Co.

Amoy, 1st January, 1905.

## Intimations.

## DOCTOR WANTED.

FOR EMIGRANT STEAMER.

Apply to— "S. A. L. A."

C/o Hongkong Telegraph Office.

Hongkong, 31st December, 1904.

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE Date of the CLOSING OF ENTRIES

for the forthcoming Race Meeting is

Postponed until SATURDAY, the 14th

January, 1905.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 29th December, 1904.

GREEN ISLAND CEMENT COMPANY,

LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask

ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag

ex Factory.

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, 2nd September, 1904.

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&amp;c., &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 &amp; 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 14

Ta-House Road.

[S now in a position, in his New and Com-

modious Premises, to receive, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1904.

IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

Hongkong, 1st October, 1904.

## Intimations.

## NOTICE.

THE MEETING of the KOWLOON PIGEON CLUB advertised for the 4th instant, has been postponed till TO-MORROW, the 11th instant, when it will be held at the KOWLOON HOTEL, at 9 P.M.

All interested in Pigeons are invited.

Particulars will be published after the meeting.

R. DAVID,

Hon. Secretary.

Kowloon Hotel, 10th January, 1905.

CHINA PROVIDENT LOAN AND

MORTGAGE CO., LIMITED.

THE EIGHTH ORDINARY ANNUAL

MEETING OF SHAREHOLDERS in the

Company will be held at the Offices of the

Company, St. George's Building, No. 6, Con-

naught Road, on WEDNESDAY, the 18th

January, 1905, at 11 A.M. for the purpose of

receiving a Statement of Accounts and the Re-

port of the General Managers for the year end-

ing 31st December, 1904, declaring a Dividend

and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be

CLOSED from SATURDAY, the 14th

January, until WEDNESDAY, the 18th

January, 1905, both days inclusive.

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, 6th January, 1905.

## IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to

his numerous customers that his

Bakery in Kowloon being burnt down, he has

hired another in a healthy part of the town,

where BREAD will be baked and prepared

under his usual personal supervision and thus

ensuring to his numerous patrons, the cus-

tomary supply of the same wholesome Bread

made of the finest flour and materials, that he

has all throughout supplied.

Customers are kindly requested to send their

orders as usual.

H. RUTTONJEE,

No. 5, D'Aguiar Street, Hongkong.

No. 37, Elgin Street, Kowloon.

Hongkong, 4th January, 1905.

THE FAMOUS "MAB" RAZOR

WEIGHT LESS THAN 1 OUNCE.

THIS DWARF RAZOR has superseded

the old fashioned clumsy Razor and by

its use Shaving becomes a pleasure. It is

manufactured in Sheffield, England, from a

special amalgam of steel which makes imita-

tion impossible, and in consequence it enjoys

the largest sale of any Razor in the World.

Thousands of Testimonials testify that the

little "MAB" is the finest shaving implement

ever produced.

To be obtained from THE MUTUAL STORES,

WATKINS, LIMITED, and all first-class stores

in the Colony.

Sole Agents for Far East, HOWARD &amp; Co.,

29, Des Vœux Road, Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—

HOWARD &amp; Co.

Hongkong, 24th November, 1904.

SPECIAL OLD TOM GIN

Marshall and

Elvy's

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

## Intimation.

**WM. POWELL, LIMITED,**  
ALEXANDRA BUILDINGS,  
Des Vaux Road.

The leading Drapers of  
the Far East.

DRESSMAKING  
AND  
MILLINERY  
IN ALL THE  
LATEST  
FASHIONS

All the newest  
Dress Fabrics, Flannels,  
Crepes, etc., on show.

Everything  
for Children's wear.

FURNISHING  
DEPARTMENT:

Houses furnished completely.  
Upholstering done by experienced  
workmen under European super-  
vision on the shortest notice.  
Estimates—free of charge.

GENTLEMEN'S  
OUTFITTING  
ESTABLISH-  
MENT:

28, QUEEN'S ROAD,  
OPPOSITE THE CLOCK TOWER.

Dress Shirts, Zephyr Shirts, Flan-  
nel Shirts.

Fine Cashmere Half-hose—embroid-  
ered or plain.

Stock Ties, Sweaters, Mufflers.

Hose for Golf or Shooting.

Light, medium and heavy weight  
Overcoats.

Cheek Flannel, Knitted Woollen  
and Cashmere Waistcoats.

Bowler Hats, Soft Felt Hats.

Golf Caps, Motor Caps.

Panama Hats.

Black and Brown Glaze Kid Boots  
and Shoes.

White Buckskin Boots  
with thick red Rubber  
Soles, suitable for  
Cricket, Golf, Tennis,  
Yachting, etc.

New Goods arrive each  
week for all Depart-  
ments.

**Wm. POWELL, Ltd.**  
HONGKONG.

Hongkong, 6th January, 1905.

## Intimations.

## MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures. If the mothers had only known of

## WATKINS' PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on pneumonia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

A. S. WATSON & CO., LIMITED.  
Established 1841.  
AERATED WATER MANUFACTURERS.

## NOTICE.

WE beg to notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to

A. S. WATSON & CO., LIMITED,

Aerated Water Manufactory,

Des Vaux Road Central.

## PRICE LIST:

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberrade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1391]

## THE VICTORIA DISPENSARY.

## NOTICE.

WE beg to notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to

THE VICTORIA DISPENSARY.

## PRICE LIST:

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberrade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1392]

## WATKINS, LIMITED.

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	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberrade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1393]

## YOU WANT A SEWING MACHINE

## WE WANT YOUR ORDER.

SINGER MANUFACTURING CO.,  
1, WYNDHAM STREET.

Cash or terms for all grades of "SINGERS"  
Hongkong, 6th January, 1905. [1394]

## ALHAMBRA HOTEL, CASH.

J. H. BROWN FINE FIVE THOUSAND  
MARKS.

The police on the 3rd inst. were successful at the German Consular Court in Shanghai, in obtaining the long desired conviction against the notorious Alhambra hotel, which has defied all their efforts during the past year.

As previously reported the summons was served at the instance of the German Consul, who has lately taken over the duties of Senior Consul, upon J. H. Brown, who claimed to be a German subject, and as there was nothing to show to the contrary and Brown had left Shanghai, proceedings on the strength of the raid made on the 31st December and the gambling apparatus seized then, were at once instituted against Brown as the proprietor of the Hotel.

The case came before Dr. E. Knappe, German Consul General, and assessors Bork-offsky and Lundt.

Mr. Musso appeared, he said, for Mr. Brown who was away in Manila. He said he had received the summons about 11 o'clock on Monday night and out of respect to the Court had come forward to represent his client. He had since wired to Brown for instructions but had not yet received any reply.

His Honour: Are you willing to represent Brown?

Mr. Musso:—No, I have received no instructions from him.

His Honour:—Very well, then you cannot appear. If you are willing to represent him then you can speak.

Mr. Musso:—I have no instructions, but I suppose I can watch the proceedings on Mr. Brown's behalf?

His Honour:—You can stop and listen as one of the public as all the proceedings are public, but will not be allowed to speak.

Mr. Musso:—I beg to withdraw until I get instructions in the case.

Mr. Musso, thereupon left the Court. His Honour said he was convinced Brown was a German subject and therefore come under his jurisdiction. As this case was one of considerable interest to the community of Shanghai the most and important parts of the case would be conducted in English.

The Consul-General of the United States had informed His Honour that Brown was a German by birth and not a citizen of the U. S. and that he had no objection to the German Court trying the case. In accordance with article 3 of the Orders in Council of the 27th October 1900, the German Consul is competent in criminal cases against Germans by birth who have lost their nationality, if they have not accepted any other nationality. In this matter the German Consul had addressed a letter to Brown asking him to call at the Consulate any time in the morning to disprove or show that he was not German subject.

A lady representing herself to be Mrs. Brown called and said that Mr. Brown was absent in Ningpo, but she would give him the letter on his return. Brown, however, did not come.

On the 25th December the Consulate served a summons on Brown to come to the Court, but on the same day he went away on board the Coptic. From inquiries made he went under the name of Pierce. Whether he stopped in Japan or went to Manila is not known. This shows in the opinion of the Court that he did not want his nationality to be examined at the Consulate, otherwise he would have come.

His Honour then read the letters in reference to Brown's affidavit at the U. S. Consulate General in his nationality, one of which was brought personally into Court by Mr. J. W. Davidson, acting Consul-General for the U. S. There was no question but that the German Consul had jurisdiction and was competent, unless some other Court was willing to take jurisdiction and until then they would proceed.

A protest from the Spanish Consul General and His Honour's reply were then read.

His Honour remarked that he had informed the Spanish Consul, Mr. Castillo, the Italian Consul, Major Nazzari, and Mr. J. W. Davidson of the date of the trial and if they desired they could be present or send representatives. Were any of the three gentlemen present, if so would they come forward and sit by the Bench.

Finding they were not present His Honour remarked that concluded the preliminary proceedings and they would now proceed with the evidence.

J. R. Brown was then formally accused under Article 285 of the German Penal Code as being the proprietor or lessee of a public house, allowing gambling to take place upon the premises, the fine for such offence being up to 1,500 marks.

Detective Inspector J. McDowell, sworn— I found from inquiries that Brown was the real owner of the Alhambra Hotel. In August last a man named Schwartz was prosecuted at the Spanish Consulate for permitting gambling to take place at the Alhambra. During the trial a certain contract was produced which showed that Brown was the proprietor and owner of the house and grounds and that he had leased them to Schwartz. We can show that Brown paid the taxes for Municipal Police protection for the Alhambra. Evidence would also be brought to show that it was Brown who bought, paid for and fitted up the place with furniture and paid the employees. On the 14th September last I arrested him on a warrant on information received from India. Upon searching his effects I found a contract made between Brown and the man in charge of the band at the Alhambra, dated the 15th June 1904, (contract produced). This contract stated that Brown was the proprietor of the Alhambra and had contracted with a man named Hirsch for the band for six months to date from the 1st July 1904. The band was to consist of nine girls and five gentlemen and they were to be each allowed two bottles of beer and two glasses of whiskey per day. (Laughter). The contract was signed by Brown and sealed at the Austrian Consulate, where Brown had deposited \$500.

On July 9th, in company with Detective Burnside, I went to the Alhambra and witnessed gambling at the roulette tables. Brown was present, besides some twenty or thirty people. Brown had some conversation with me about the gambling.

At the Spanish Court Brown came into the room and made a statement that the case then proceeding was not a prosecution and that he had an interest in the hotel, having spent about \$50,000 on it.

I have seen three contracts between Brown and Schwartz with regard to the lease, but the Spanish Consul has got the lease.

His Honour:—It was Tls. 500 or 600 and ten per cent of the takings on the first floor, was it not?

McDowell, proceeding:—I could not say. I have only heard that. On the 16th of last month in the prosecution against a man named Perdoma Garcia at the Spanish Court, a man named Silvestro came forward and said he had a sublease. I am of opinion that all these documents were, to speak, made of straw, and made purposely to defeat the end of justice. Perdoma was practically a pauper and Silvestro used to be a hawker of cheap pictures and chalk busts in Shanghai. I have not seen either of the men in the Alhambra. It was not likely that either of these men could be the owner or lessee of such a large place as the Alhambra, which cost something like \$50,000 to \$100,000.

I made another raid on the place some time ago, in October, I think, without a warrant. I seized roulette tables and saw gambling going on without let or hindrance. Gambling was going on to an unlimited extent.

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## Intimations.



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LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

**E**

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

**D**

**PORT,**

VERY FINE OLD VINTAGE MANY  
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

**A. S. WATSON & Co.,**  
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 10th January, 1905.

[32]

**WINE  
AND  
SPIRIT MERCHANTS,**

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

**CLARETS.**

per case

quarts.

Vin ordinaire, Medoc, St. Emilion	\$ 6.00
Margaux St. Julien, St. Estephe	8.50
Chateaux Leoville	13.30
Chateau Larose	14.40
Margaux Superieur	14.40
Chateau Pontet Canet	27.00
Chateau Larose Superieur	40.50
Chateau Mouton Rothschild	45.00
Chateau Lafite	45.00

SPECIALLY RECOMMENDED.

Chateau La Tour Marceau (A Fine full flavoured claret)	\$9.00
Chateau Haut Vigneau (a splendid after-dinner wine)	18.00

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 8th December, 1904.

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## NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

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The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## DEATH.

At 4, Makalee Terrace, Shanghai, on the 5th January, GEORGE CARR FULLERTON aged 34 years.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 10, 1905.

## THE PLAGUE QUESTION.

Notwithstanding the heavy expenditure and ceaseless efforts of the Government to carry out every suggestion giving promise of alleviating, if not altogether removing, plague from the Colony, the disease remains in our midst and continues to gnaw at the vitals of the poorer classes of our population. The authorities are well aware of the fact and recognize that comparatively little is known of the disease, against which we have been fighting for the past eleven years, and into which so many investigations have been made. The application of the numerous remedies suggested continues, however, to bear fruit, and although the ravages of the scourge cannot yet be overcome, the work that has been going on for so long has fortunately added greatly to our knowledge of the disease and has proved beneficial far beyond the bounds of the Colony. Last year the Government bacteriologist, Dr. William Hunter, issued the result of a research into epidemic and epizootic plague which furnished a budget of valuable information on many aspects of the disease, and provided much material for reflection by those endeavouring to obtain a deeper knowledge of the subject. It must have commended itself favourably to cities other than Victoria which are continually seeking successful treatment of these epidemics. In India the disease has wrought fearful havoc, and the application of a mysterious decoction brewed at Parel does not appear to have been attended with much success. During his six months' sojourn in England, Lord Curzon was in communication with the heads of the Royal Society, and with the authorities of the Lister Institute on the subject of plague, and upon his arrival at Bombay the president and members of the Municipal Council urged upon him the desirability of a scientific investigation into the etiology of the disease. The Viceroy, who mentioned that the Punjab Government had arrived independently at a similar conclusion, and had made official proposals on the subject, expressed the hope that with that concurrence of authoritative opinion they might be able to do something in the direction desired. A committee of scientists to investigate the sources and causes of plague, as suggested to the Local Government by the Bombay Municipality, would add materially to our present knowledge of the prevention of the disease and will undoubtedly meet with the cordial support of those in Hongkong who are energetically engaged in an effort to rid the Colony of a scourge so disturbing to the people, and to the financial arrangements of the Government.

## LOCAL AND GENERAL.

THE service of the present Chinese Minister in London has been extended for six months.

It is stated that Mr. F. Lammert succeeds Mr. H. O. Austen as hon. secretary of the Victoria Recreation Club.

At the Theatre Royal last evening, the Band of H.L.G.M.S. *Furst Bismarck* gave another orchestral concert to an appreciative audience.

THE Indian gaoi guard who made a murderous attack upon a countryman of his, as already recorded, in a drunken fray, was sent by Mr. Hazeldan this morning to six months' hard labour.

A PARTY of fourteen Chinese women were this morning placed before Mr. Gompertz at the Magistrate's, having been caught, in *pagani* *delict*, indulging in a Chinese gambling game. Dice, cards, and other paraphernalia, besides the sum of \$15 were found on a table at No. 27 Temple Street, Yaumatei. These were confiscated, and the women fined \$5 each.

Mrs. E. H. Conger, wife of the U. S. Ambassador to Peking, arrived to-day per *Haitan* from Foochow and ports. She contemplates a brief tour of South China, prior to visiting the Philippines.

At the bottom of Pedder Street a square patch in Des Vaux Road has been laid with wooden blocks as an experiment. We understand it has been put down purely as an "experiment," and as its cost is stated to be nine dollars a square yard we hope in the interests of the already over-burdened ratepayers of the Colony it will remain an experiment only.

THE usual Monday concert was given at the Seamen's Institute, Kowloon, last evening, and was greatly enjoyed by the large number who put in an appearance. Songs were rendered in capital style by Miss Murray Bain, Messrs. W. M. Stewart, Frank Austin, P. W. Goldring, H. A. Toner, G. H. Edwards, and J. R. Doyes, the comic songs being especially good, and heartily applauded. The entertainment proved most enjoyable.

It is reported that the revenue collected in Shanghai in 1904 amounts to about 10,500,000 taikwan taels, the largest collection on record except in 1902, when it amounted to Tls. 10,800,000 against Tls. 9,930,000 in 1903. The rise in exchange, however, makes this year's collection larger, in sterling, than that of the record year. Considering how the import trade has suffered this year from the war, this is a very satisfactory result, observes the *N. C. D. News*.

DURING the period, July-September last, more than twenty thousand natives left Swatow, of whom close upon nine thousand proceeded to Hongkong, upwards of a thousand to Sumatra, and the remainder to Saigon, Siam, and coast ports. The number of emigrants returning to Swatow was 22,718. Of this number 17,944 proceeded north from Hongkong, 3,258 from Bangkok, and 1,516 passengers arrived there from the coast ports.

H.E. MAJOR-General Villiers Hatton has written an interesting letter on sport for the *V.R.C. magazine*. In the course of his observations he alludes to horse racing, and confesses that not only has he—in a mild way—had a bit on, but that he has a sneaking regard for "bookies", a class whose generosity is not always appreciated. This little aside is picked from quite a budget of interesting matter full of sound, practical advice to all sportsmen; the "Club Corner" section of the magazine is chatty and newsworthy while the record of the progress of sport in the colony should be of permanent value.

ON December 22 a court-martial at Saigon on board the French cruiser *Didote* to sit in judgment on the three sailors of that vessel, named Charriere, Legrand and Maze, who were adjudged guilty of having inflicted blows that caused the death of an English sailor named Braken of H.M.S. *Fearless* on the 2nd October at Hankow. Charriere was condemned to ten years' imprisonment, fifteen years' banishment and dismissal from the service; Legrand to eight years' imprisonment, five years' banishment and dismissal, Maze to five years' banishment and dismissal from the service.—*Echo de Chine*.

THERE was great sorrow on New Year's Day among her old friends in Shanghai when it became known that Fanny Hansen, as she was popularly known to so many, was dead, having been carried off prematurely by cancer. A Shanghai girl from her birth, a resident in Shanghai and Yokohama up to the time of her marriage with her cousin, she was admired and loved by all who knew her; and with such kind and hospitable parents, the *N. C. D. News* says she could not but be known to practically everybody. Very great sympathy is felt with her husband and children, and with Lady Hansen, Miss Hansen, and "Beau," to whom her untimely death must be a terrible blow.

SINGAPORE trade prospects for 1905 are not accounted very reassuring, says the *Straits Times*. The low prices ruling for produce show no tendency towards a rise; and as long as the natives find poor returns coming in for their goods it seems they prefer to deny themselves the imported articles for which the raw materials are bartered at the outports. Some of the other conditions that went to make up a bad trade year may slacken in time to affect advantageously the incoming twelve months. The high rates fixed upon by the Shipping Convention have resulted in some trade which formerly passed through Singapore being diverted to Dutch ports where easier rates were obtainable. The dislocation caused by the currency question is said to have been rather exaggeratedly expressed, so that the trouble from this cause may ease down somewhat. A good deal of capital which has been tied up in land and in Tanjong Pagar will, it is hoped, relieve the tightness of the money market during the early months of the new year with good results to trading interests generally.

## THE WEATHER.

The following report is from Mr. J. L. Plummer, Chief Assistant of the Hongkong Observatory—

On the 10th at 11.55 a.m. The barometer has risen generally in China and fallen over the Eastern Sea and in S.W. Japan.

Gradients are increasing upon the eastern coast of China and fresh N.E. monsoon may be expected in the Formosa Channel. To the southwest gradients are more moderate and moderate N.E. winds may be expected in the northern part of the China Sea.

Forecast:—Moderate N.E. winds, fine.

## HONGKONG SHIPBUILDING.

## FENWICK &amp; CO.'S NEW BUILDINGS AT NORTH POINT.

As one of the greatest shipping ports in the world, Hongkong has given rise to many varied projects which are concerned with the shipping industry. One of the principal of these was the opening up of engineering and shipbuilding works, and a walk along Praya East to-day is sufficient evidence of how this industry has prospered and expanded. Even in the early days of the Colony's existence as one of Great Britain's Eastern possessions, when the great bulk of the shipping passing through the port consisted of sailing vessels, the shipbuilding industry began to assume large proportions, and when steam to a great extent ousted the old type of vessels, the engineering works sprang into existence and yearly grew of greater importance. One of the earliest firms to be established in Hongkong was the Victoria Foundry, which began operations in the Wanchai district and has now invaded North Point, where workshops covering five acres of land are in course of construction. The old works at Wanchai are still in operation, but in a year or two the main portion of the business done by the Victoria Foundry, as it was once called, or George Fenwick & Co., Ltd., the name by which it is now known, will be transferred to North Point, and the Wanchai district will see the greater part of its glories as an engineering and shipbuilding centre depart to pastures new.

## IN OLDEN DAYS.

The reason for these changes is, of course, to be found in the rapid development of the district and the extension of the company's business. At one time vessels were built, and launched, at Wanchai. There was a creek running through the premises of Geo. Fenwick & Co. from which the vessels were launched. But the Government stepped in and closed the creek, closed a drawbridge which then existed, and the construction of certain classes of vessels at that point was effectually stopped. The Wanchai works then became an engineering yard solely, although small launches were frequently built there and carted across the street to the sea. Another check came when the tramways started running. It was impossible to stop the cars for an indefinite time, in order that boats, even as small as launches, should be dragged across the thoroughfare. It therefore became imperative that new works should be erected, and these are now in progress at North Point, where it is believed that a new era of prosperity will be inaugurated. But a word in the first place regarding the origin of the Company. As already stated the works at Wanchai were known for a long period as the Victoria Foundry. For nearly 20 years the foundry was in private hands, proving a very successful venture, and turning out vessels not only for local owners but also for customers in other countries, from Vladivostok to Port Darwin. In 1889, however, the firm became a limited liability company under the style and title of Geo. Fenwick & Co. Success has continued to follow the rejuvenated concern until now, through one circumstance or another, it has had to extend its borders in every direction. To indicate how the Company has prospered it is only necessary to state some of its work last year.

## LAST YEAR'S OPERATIONS.

Two launches of 80 ft. and 83 ft. respectively were launched; the engineering work in connection with Sir Paul Chater's new house, the new King Edward Hotel, Jubilee Hospital, etc. were taken in hand; engines and boilers were exported to the Philippines, Foochow, the French Colonies, Borneo, Port Darwin, and other places; several Government contracts were carried out—the Company is now engaged in the manufacture of new standard weights and measures for the Treasury; an aerial rope tramway is being built for the Dairy Farm; a large number of vessels in the port have had their machinery overhauled, including the South African transport *Inula*; and that is but a tithe of what the Company is doing for the trade of the Colony. Two steam launches are in the harbour always prepared to attend to the engineering wants of shipping in port, and the work is invariably carried out under European supervision.

## A BUSY FIRM.

In a statement recently issued by the Company it is remarked that, as one of the pioneer industries of the Colony, Geo. Fenwick & Co., Ltd., have progressed not by leaps and bounds, but in a steady go-ahead manner which is the surest indication of reliability; all kinds of engineering work are undertaken; shipbuilding in steel or wood; engines and boilers; constructional work such as wharves, bridges, and roofs; electrical installation, and repairing work of all kinds. Many of the steam launches about the harbour of Hongkong are productions of this firm; the steel wharf from which the visitor embarks for Canton or Macao was erected by them; and if one desires to penetrate into the interior of China 200 miles above Canton, it may be done on a steel stern-wheel steamer built by Geo. Fenwick & Co., Ltd.

## IN THE FOUNDRY.

At present Hongkong is not in its busiest season, nevertheless the work shops at Wanchai are kept at full strength meeting the wants of the Company's customers. A visit to the foundry, as it may more properly be called, shows over 100 Chinese workmen fully employed turning out engineering works ranging from a tail-weight measure to an 18-ton boiler. The layman who strolls around may not have a very technical idea of the character of the work in progress, but he cannot help realising the extent of the business. The frontage to Praya East scarcely indicates the range of the buildings which go fully a hundred yards to the rear and are occupied with boiler-shops, engine-rooms, side-houses, pattern-makers' shop, moulders' and blacksmiths' buildings, and a variety of other houses such as are required in a foundry. To show the difficulties with which the workmen have to contend, it may be mentioned

that when the last big boiler—an 18-ton affair—was shipped, the work had all to be done after midnight when the cars had stopped. But the Chinese coolies, with European apparatus to the sheer poles and ship it on board a steamer.

## CHINESE WORKMEN.

The question may be asked—How are Chinese trained as engineers? It was stated that the Company take apprentices into their employment and give them a thorough training in one of the most highly skilled forms of labour extant. Engineering nowadays is a science, but a raw Chinese lad, who has hardly seen a machine in his life and has never handled a tool, who knows nothing about pattern-making or moulding, drilling or other machines, picks up the business with wonderful perception. There are no labour leagues here, and no Factory Acts, which compel employers to go to all sorts of expense and trouble to look after their employees. Yet during the thirteen years the present manager has been with the Company he has not heard of a single serious accident at the works. A cut finger or a strained ankle may be common enough, but serious accidents involving loss of life are unknown. Anyone who knows the slightest thing about engineering and shipbuilding yards at home knows that hardly a month passes without some hospital case being recorded. Not so here. What then is the explanation? Mr. Winterburn, the manager, has a theory—He says "The Chinese have the instinct of self-preservation very highly developed." And perhaps no other solution of the question is possible.

## THE NEW BUILDINGS.

With regard to the new buildings at North Point, the plans show that a thoroughly modern engineering and shipbuilding yard has been the object of the Company. There are large boiler and engine shops, power house, smithy, foundries for iron and brass, pattern-making establishment, moulding shed, etc. A slipway is to be built for the accommodation of moderately-sized vessels. The main buildings will be of brick and corrugated iron, while the entire premises will be fireproof. On one side of the area occupied by the buildings an extensive wharf, at which the water is 20 feet deep at low tide, is in course of construction. Already the foundations for the new shear legs are completed. The screw piles and columns are of special design, the object being that they may safely bear the very heavy weights which the shear-legs are expected to carry. The columns consist of iron cylinders five feet in diameter, filled with concrete, having hardwood driven piles 60 feet long clustered in the centre. The other piles are screwed into the bed of the harbour. The new shear-legs are capable of lifting a weight of 40 tons; they will rise to a height of 65 feet, and be able to traverse a distance of 35 feet. Naturally steam will be the driving force employed. The shear-legs at Wanchai have a lifting power of 26 tons, so that the new apparatus will be capable of lifting nearly twice that weight. It is probable that the old shear-legs will be sold. As previously indicated, the new premises are not expected to be ready for occupation for a year or more. Messrs. Leigh & Orange are the architects.

The management of the Company is in the hands of Mr. W. G. Winterburn, who has been thirteen years with the firm, and there are several Europeans in charge of the different department. The best evidence that the Company is in a satisfactory condition is to be found in the fact that the shareholders have now been receiving a dividend at the rate of 15 per cent. for several years.

## COLONEL NATHAN.

Col. Nathan, manager of the Chinese Engineering and Mining Company, arrived in Shanghai from Hankow on 6th inst. It is understood, says the *N. C. D. News*, he is on his way to visit his brother, Sir Matthew Nathan, Governor of Hongkong.

## THE CANTON-HANKOW RAILWAY.

It will be learnt with general satisfaction, says the *N. C. D. News* of 6th inst., that an authentic telegram was received here yesterday from the American-China Development Company in New York, stating that the control of the stock of the Canton-Hankow Railway is again in American hands, the Belgian interests having been bought out. All English and American residents at any rate in China will be glad to hear this, the sale to the Belgians having been a blow to our interests in China, and having had a marked effect particularly on American prestige. The recovery of the control was very markedly assisted by the embargo put on the bonds by the Chinese, who regarded the transfer of the concession to Belgian hands as a breach of faith, and by the sympathetic action of the Department of State in Washington. Arrangements have been made to procure all the capital necessary to complete the line, and to keep the control permanently in American hands; whatever may happen. Thus we have a very satisfactory solution of the difficulties which have lately impeded the operations of the American-China Development Company, and we may expect to see the construction of the important trunk line from Canton to Hankow proceeded with rapidly and energetically. We trust, too, that it will not be many months before work is begun on the English or Anglo-Chinese railway between Kowloon and Canton.

## UNEMPLOYED EUROPEANS.

The Rev. J. H. France begs to acknowledge in response to his letter the following donations: Amount previously acknowledged \$165.30 P. ... 1905

## MOTOR LAUNCH JAUNT.

## HONGKONG'S HANDIWORK FOR THE PHILIPPINES.

The little novelty, with its curious arrangement in the centre, lay alongside Blake Pier, as the owner and a few friends, who had been invited for a jaunt round the harbour in the motor launch, stepped on board. It was a natty little boat, 29 feet long, and it had just come out of the builders' hands. Most people have heard of these motor launches, which are all the rage in England at present, but in Hongkong they are something new. If one might prophesy, Hongkong harbour will soon be over-run with these handy launches, but *nos moutons*. The motor man twisted a wheel twice, and before the guests knew where they were the 8-H.P. launch was off at full speed, circling round junks, evading the ubiquitous sampans, and vying with the bigger launches in setting the pace across the harbour. People who had lived on the water in Hongkong all their lives craned their necks to view the jaunty little craft, which, without smoke or noise, was careering along at a good eight knots an hour, and what Chinese junkmen thought of it is a mystery. Once started, the motorman had what Americans call a "soft snap." Occasionally he oiled a joint just to show that he was not absolutely useless. The water was choppy, but the launch gaily swung along, after a couple of hours' enjoyable sail, returned to the anchorage.

The motor launch was the *Paula*, which has just been bought by Mr. Carl W. Wanz, of Iligau, Mindanao, P. I. Hearing that Messrs. Moxon and Kew, of Hongkong, were agents for the "Popular" motor, and were fitting them up in launches he took a flying trip to this Colony, and his first experience of the motor launch was so exhilarating that he determined to purchase one, and take it to his home in Iligau. The motor was obtained by the agents from England, and fitted into a boat—something after the pattern of a lifeboat, with high bow and broad sides—built in Hongkong. The boat is 29 feet, by 7 feet by 3 feet 6 inches. The motor, of 8 H.P., is driven by petrol which, at present rates in Hongkong means an expenditure of 60 cents per hour, the boat running at full speed. The motor is so simple that a child can work it; indeed, after seeing it for five minutes its mechanism is apparent. When the motor is stopped, consumption of petrol ceases, and even if the boat be stopped for a month it only takes two seconds to set it running again. Messrs. Moxon and Kew are now in a position to quote for building a motor launch, or providing a motor which can be installed in any boat. In this connection it may be stated that Mr. Holmes, the lawyer, got a motor from Messrs. Moxon and Kew, and, without assistance from anyone installed it in his boat and is now running it in Hongkong harbour.

The *Paula*, which goes to the Philippines tomorrow on board the s.s. *Kaiping*, can carry 30 passengers, or some two or three tons of goods. The advantage of the motor is that it takes up practically no space; that it can be started in a minute; that it is absolutely safe, that there is no smell with it, and that it can run for any length of time—the petrol gives out in fact. Messrs. Moxon and Kew are now building for a firm in Hongkong a motor launch 70 feet long, which will carry 60 passengers and 30 tons of cargo on a draft of three feet. It will be ready for delivery in three weeks. A 60-foot launch is also being built to carry 4 tons of cargo and 60 passengers on a draught of 18 inches. The motors are being fitted with the Gardner & Sons' (Manchester) petroleum.

Altogether it is evident these motor launches have come to stay, and they should prove a boon to those who require light speedy launches, with ample accommodation, at little cost.

THE Seoul-Wiju railway will be opened as far as Pingyang on the 15th inst. Forty miles on the Wiju end will be completed by the end of February, when only sixty miles will remain to be finished.

## SHIPPING AND MAILS.

## MAILS DUE.

Canadian ( <i>Tartar</i> ) 11th inst.	11th inst.
American ( <i>Siberia</i> ) 12th inst.	12th inst.
French ( <i>Bernes Simon</i> ) 12th inst.	12th inst.
English ( <i>Sinika</i> ) 14th inst.	14th inst.
Canadian ( <i>Empress of India</i> ) 16th inst.	16th inst.
German ( <i>Roon</i> ) 17th inst.	17th inst.
American ( <i>Gaelic</i> ) 18th inst.	18th inst.
The C.P.R. Co.'s s.s. <i>Athens</i> arrived at left Yokohama 4 p.m. on 8th inst., for Victoria and Vancouver.	8th inst.
The Imperial German Mail s.s. <i>Seydlitz</i> , which left here on Wednesday at noon, arrived at Singapore on Sunday at noon.	10th inst.
The Imperial German Mail s.s. <i>Dayern</i> which left here on Friday a.m., arrived at Shanghai on Sunday at midnight.	11th inst.
The s.s. <i>Sinika</i> with the English Mail of the 10th inst. left Shanghai on 9th inst. at 6 a.m. and may be expected here on 14th inst.	14th inst.
The C.P.R. Co.'s s.s. <i>Tartar</i> arrived at Shanghai at 5:30 p.m. on 8th inst., and left again at noon, Monday, for Hongkong, where she is due to arrive at 9 a.m. on 11th inst.	11th inst.
The O. & O. S. Co.'s s.s. <i>Gaelic</i> left Nagasaki for Manila on 9th inst. at 4 p.m., due Manila on 14th inst. at 7 p.m., and is due here on 18th inst. Her mail has been transferred to the s.s. <i>Roon</i> at Nagasaki, and is due here on 17th inst.	18th inst.

## TELEGRAMS.

## [Russia.]

## Russia.

LONDON, 7th January.  
The Procurator of the Holy Synod has sent an address to the Tsar protesting against the insensate machinations of certain nobles to induce him to weaken his authority; the Tsar possesses every right, except the right of breaking his oath, to preserve intact the autocracy of the orthodox faith.

A monster banquet is being arranged in St. Petersburg to protest against bureaucracy.

LATER.

## The Supplementary Baltic Squadron.

Admiral Botrovsky's squadron has left Suda Bay for Port Said.

Coal contracts are being signed on the Continent to supply the third Baltic squadron.

## CASES FOR INVESTIGATION.

## NATURALIZED BRITISHERS IMPRISONED.

During the course of the past week we have had occasion to investigate certain reports made to us concerning the apparent hardship being shown by officials of the Chinese government to naturalized British subjects. It is matter of common knowledge that arms, ammunition, gunpowder, and military and naval stores, and any article which H.E. the Governor may judge capable of being converted into or made useful in increasing the quantity of Military or Naval stores are not permitted to be exported from here into China, and the Chinese government have likewise issued a decree prohibiting their import, unless with authority. In fact the Viceroy of Canton seems to have been taking special measures to see that the terms of the decree were faithfully carried out, while the Imperial Maritime Customs have likewise been exercising every vigilance in searching the baggage and belongings of passengers. It is in this latter connection that trouble has arisen owing to the arrest and imprisonment of naturalized British subjects. The facts, of one case, so far as we have been able to gather are as follows:—Lim Ah Cheung, a man now over forty years of age, went to Australia when quite young, and, in 1815, became a naturalized British subject, residing in the Commonwealth ever since, with the exception of occasional short visits to China to see his relatives. On the 14th of September last he again left Melbourne, in the s.s. *Empire*, and arrived here in October. Having been in Australia for a number of years he was quite ignorant of the present laws existing in China, and being informed of the unsettled state of that country, he thought he would take the precaution of providing himself with some percussion caps. These he was bringing out with him, and after arriving here he proceeded to his province, via Hongkong. On his baggage being searched at the latter place, by the Imperial Customs authorities, these caps and a bullet mould were found, and were subsequently handed over by the Commissioner to the Chinese authorities, while the man himself was arrested. As soon as his friends in Hongkong heard of his arrest, they proceeded to Hongkong, and knowing that he was a British subject, saw the British Consul there. After examining the man's papers, certificate of domicile, naturalization papers, and satisfying himself that everything was in order, he communicated with the Commissioner of Customs and the Chinese authorities, requesting that the man be handed over to him, as British Consul, for trial and, if necessary, punishment. The Sanui Magistrate, to whom Lim had been handed over, replied that he could not comply with his request, without special instructions from the Viceroy. In the meantime Lim was incarcerated in the Sanui Prison, and isolated, as it is alleged, and manacled in a most barbarous manner, both hands and feet being shackled in such a way as to cause him the most intense pain. Scarcely any food was allowed him, nor was he even allowed a bed to lie upon, until he had paid well for it, which also enabled him to secure better food. His friends, moreover, were not allowed to see him in the prison. The Consul at Hongkong was informed of the state in which the man was kept, and he immediately wrote to the Viceroy, complaining about this treatment of a British subject. After a delay of some weeks the Viceroy sent a reply to the effect that he could not consider the prisoner a British subject, and that he must be dealt with by the Chinese authorities. It appears, then, that the British Consul at Hongkong, under instructions from the Consul-General at Canton, withdrew his claim to the prisoner. Lim is well-known to, and respected by, many residents in Hongkong and the Consul, as a respectable man. Further they gave their guarantee that he was in no way connected with any illegal society or movement whatever, but was taking the articles mentioned to his own village for his own personal protection. The Commissioner of Customs, we understand, also expressed himself as satisfied with the circumstances of the case.

Another instance of this apparent miscarriage of justice is also furnished from Hongkong, where, not long since, two naturalized British subjects who, for some six months, had been in Hongkong, were examined by European officers of the Chinese Customs. Among their goods and chattels were an old rusty revolver, two or three hundred cartridges, and a bullet mould. These were seized, and the unsuspecting travellers held by the Commissioner of Customs. The case of Mr. Lim remains in statu quo.

These are not the only cases of such a nature on record; there may be many where the extreme penalty of the law may have been meted out to naturalized British subjects for breaking a law, the ignorance of which cannot be held out in mitigation of a sentence. Nevertheless, the accused appear to have been able to satisfy officials respecting their naturalization, and this in itself should warrant the prosecution of an inquiry.

Late this afternoon we learn that the second and third men mentioned above have been released on payments of \$500.

## PORT ARTHUR.

## THE PRISONERS.

The following telegram is from the Tokio correspondent of the *Shanghai Mercury*:

Tokio, 5th January, 9:59 p.m.

The Imperial Headquarters received an official report from the Port Arthur Besieging Army at 7:05 a.m. of the 5th January the gist of which is as follows:—

As already reported on the 4th January the surrender of all the objects mentioned in Article 2 of the Capitulation Agreement and all the fortresses and redoubts were received by us and the steps to receive the other objects are nearly completed. The whole of the prisoners are to be received at the rendezvous today, but the investigations regarding this matter being collected from various sources we can not give the exact number. However, from the reports already in hand the following resumé can be made: The number of prisoners:—

ARMY.  
Generals..... 8  
Officers below general and above captain..... 57  
Captains and officers below..... 531  
Civil officials attached to the army..... 99  
Chaplains..... 13  
Non-coms. and men..... 22,434

NAVY.  
Admirals..... 4  
Captains and commanders..... 100  
Lieutenants..... 200  
(including civil officials).  
Chaplains..... 7  
Petty officers and men..... 4,500  
Military and naval medical staff..... 109

NON-COMBATANTS.  
Army..... 3,615  
Navy..... 500  
Grand total..... 32,207

The Volunteers are mostly included among the non-combatants.  
There are about 15,000 sick or wounded in hospitals.

## HORSES.

Horses for traction..... about 1,780  
Horses for riding..... about 100

CHIEFONS OF RUSSIAN AND BRITISH PRESS.  
Mr. Odagiri, Consul-General for Japan, has sent the following official telegrams to the Shanghai Press:—

Tokio, 5th January.

Reuter's correspondent at St. Petersburg telegraphs that the *Norov* *Premya* of the 3rd of January, commenting upon the surrender of Port Arthur, says that Russia has been struck by a thunderbolt. Although they have for some time past been awaiting this inevitable blow, every Russian heart is wrung with anguish; but despite the fall of the fortress Russian honour and the glory of the Russian arms are intact.

The *Russo* says that Russia's national pride has been stricken to the heart by this terrible fresh trial of pitiless destiny, and preaches the necessity of the people supporting the Government.

## LATER.

The *Times*, in an editorial on the fall of Port Arthur, says: "No praise can be too high for the tenacity of General Stoessel; his skill was equal to his courage, and by his determination he displayed Russian prowess at its highest. His name will deservedly rank with the greatest of those who have performed similar tasks; but if the defence was heroic, what must be said of the attackers? To storm the tremendously strong works of Port Arthur was a still greater thing than to defend them; defenders, brave and gallant as they were, must yield to their assailants the palm for tenacity, resources, splendid courage, and everything included in the widest meaning of the word 'heroism.' Further, Port Arthur was more than a fortress; in taking it the Japanese wiped out a bitter memory of unmerited defeat sustained ten years ago at the hands of the triple combination; they erase the stigma fixed on them as a nation; they restore to the world the honour which they destroyed; they restore to the world the symbol of Russian power and supremacy in the Far East." The *Times* concludes by saying that the fall of Port Arthur means the attainment by the Japanese of a second great object of the campaign. They have destroyed the Pacific Fleet and are now free to deal with the Baltic Fleet if it ventures into Far Eastern waters; they have destroyed Russian prestige, and although the Japanese have not yet reached Mukden they cannot fail to have affected the general Russian position very profoundly. As to Russia herself this great disaster, coming shortly after the disappointment of the Czar's reform manifesto, can hardly tend to allay the rising discontent.

The *Standard* states that, although it has been long expected, the fall must have far-reaching and important political and strategic consequences. Politically it mentions the effect which will be felt profoundly throughout the whole Mongolian world, especially among the Chinese, together with the possible permanent occupation of Port Arthur by the Japanese, and the fact that now Japan, in view of her achievement of great part of her object, can afford to discuss terms of accommodation. Strategically it mentions the reinforcement of the Japanese army on the Shabo by the well-tried troops under General Nogai, and the hopelessness of proceeding on the part of the Baltic squadron now on its way.

The *Daily Telegraph* shares the general feeling of appreciation of the Emperor of Japan in extolling General Stoessel. After paying a high tribute to General Stoessel and his men, it says that perhaps the greatest tribute that could be paid to the Japanese is to say that before their heroism in attack even Russian heroism upon the defensive under such a leader as Stoessel proved unavailing. It remarks that the Japanese have reversed the humiliation and indignity of ten years ago and that an event which must be regarded as a revolutionary factor of international politics has happened. Thus a new epoch of history has been opened.

## APPROX. IN RUSSIA.

Tokio, 6th January, 2:15 p.m.

Regarding the impression in Russia a Havas telegram from St. Petersburg states that the first news of the fall of Port Arthur from abroad was received with scepticism, but when it was confirmed sorrow and grief prevailed. The question of the responsibility for the disastrous war and its consequences is particularly talked about. It is thought the army was numerous enough to attempt to rescue the besieged town. This immobility proves evidently the powerlessness of the army and naturally inspires keen disquietude for the future. The immense majority of society consider the event will seriously menace Russia with great disorder in home politics which the government seems almost incapable to meet, specially owing to its loss of prestige resulting from continual reverses.

## SHIPPING JELISAM.

The s.s. *Cranley* arrived this morning from Chingwantao and Cheloo en route for Durban with coals; she will load provisions here and proceed in a day or two to her destination.

Captain Owen Wilks is expected to leave Saigon on Thursday next, the 12th inst., to make another attempt to view and inspect the s.s. *Shrewsbury*, now stranded on the Bombay Shoal.

The transfer of the s.s. *Halloing* to Messrs. Jebson and Co. took place to-day, the vessel being placed under the German flag. For the present she will run between this port and Haiphong.

The s.s. *Swanley*, which has been thoroughly repaired at Singapore, after stranding on Serail Island, arrived in port this morning from Singapore, and is expected to take up her old run on the South African trade in a few days.

The further hearing of the case against Wong Chuk Yau and Wong Tim, who are charged with (1) defrauding one Hau Tim of the sum of \$50, and (2) attempting unlawfully to defraud the China Steam Navigation Company, and (3) attempting to defraud and deceive the Eastern and Australian S. N. Co. by obtaining from these companies a passenger ticket for Hau Tim to enable him to personate one Ah Wai, was resumed before Mr. Gompertz this afternoon, at the Magistracy. Mr. F. B. L. Bowley, Crown Solicitor, instructed by Mr. Hanson, appeared for the prosecution and Mr. G. K. Hall Bruton represented the first defendant, Wong Chuk Yau.

Mr. Hanson gave further evidence and Mr. Douglas Abbey, passenger clerk in Messrs. Butterfield and Swire's office, spoke regarding the issuing of tickets to, and examination of papers of, Chinese passengers to Australia. He said that if a Chinese passenger arrived in Australia and his papers did not tally with the man's description he had to be brought back here at the expense of the shipping company. Other evidence was given, and the case was proceeding when our reporter left the Court.

The Hamburg-America Line are building two large fast steamers for the Shanghai-Tientsin trade.

The C.N. str. *Tatwan* recently arrived at Shanghai from Hongkong and reports as follows:—January 1st, 1905, at 1 p.m. sighted C.N. Co's str. *Chanan*, anchored off Matsui requiring assistance; connected up towing hawsers and towed her to Shanghai experiencing fine clear weather and smooth sea. January 1st, 1905, off Matsui Island passed the C.N. Co's str. *Kashing*, from Hongkong for Kobe.

We made mention the other day of a collision between the *Talee Maru* and H.M.S. *Iphigelia* at Shanghai. It was at first thought that the Japanese steamer had only grazed her, but she began to leak and was put in dock, when it was found that after colliding with the mooring-chain of the cruiser, she must have struck that vessel's stem, under water, as several of her frames were broken and plates bent, and she is now being repaired in dock.

## THE MYSTERY OF THE "LEGASPI."

The speculations as to the fate of the *Legaspi* grow more involved as time passes and nothing is heard of the steamer.

The latest, says the *Cablenews* of the 7th inst., is to the effect that she sailed laden with ammunition for some mysterious port in northern Luzon, and a circumstance in connection with the rumour is the fact that Collector Shuster admits having received word from Hongkong that she left that port with considerable munitions of war on board.

A ship captain said that the supposition was altogether unreasonable, and the vitality with which the rumour that the *Legaspi* is still afloat survives, almost argues that some individual who knows of her whereabouts is at the bottom of it.

In this connection the report of Captain Pradeaux who commanded the *Nanshan* in her search for the steamer is printed.

The report is addressed to Admiral Stirling, and is in part as follows:—

Sir—I have the honour to report that, in obedience to your orders of the twenty-third instant, I proceeded in search of the s.s. *Legaspi*. Leaving Cavite at three o'clock in the afternoon of the twenty-third, I proceeded through the Boca Chica pass and set a course for the Scarborough Shoal. At 9:30 p.m., I sighted a steamer's lights and fired a rocket to attract her attention. She did not answer, and I altered course to close with her. By ten o'clock I made out a steamer of the same type as the *Legaspi* steering about S.S.W. I fired another rocket and sounded the whistle several times, but she kept right on, and though I followed, it was some time before I came within hailing distance. Then I found she was not the *Legaspi*, but a British vessel called the *Asson* on passage from Amoy, destination did not catch on account of wind. Reported that she had seen nothing since leaving, but had experienced very dirty weather. It was blowing hard at the time and there was a considerable sea rendering communication difficult. As I was leaving her they hailed me and spent another half hour chasing them to hear what they had to say. It was to say that at seven o'clock they had observed a rocket fire to the S.W. of them. They had not investigated. I at once laid a course to pass about 15 miles to the S.W. of their 7 o'clock position, and arriving there, sent up several rockets but received no answer. At 2:45 a.m., I gave it up and proceeded again for the Scarborough Shoal.

Arrived off shoal at noon and cruised around Eastern, Southern and Western edges at a distance of from half a mile to one mile. Saw no wreckage. At different times came within sight of all the N. Eastern coast, but did not run down it as a very heavy sea was running, and any breakdown off this edge would have been fatal to the ship. The rocks at this shoal are so small that they would afford no hold or shelter for any shipwrecked person.

Having satisfied myself that no wreck, vessel, or boats were in the vicinity, I laid a course for Trunco Shoal and passed near the position of this bank at half past eleven. Sent up three rockets at short intervals of time and proceeded towards Maclelland Bank.

Arrived off the N. Eastern end of this bank at 8 a.m. on Christmas Day. Cruised down the Eastern and Southern part of the bank during the day, and shortly before dark came to anchor on Balfour Shoal in the S. Western part of this bank. Fired three rockets during the early part of the night.

Proceeded in the early morning to cruise along the Western part of the bank and after going along the northern part left the bank just as darkness set in. Soundings were taken at intervals during the time the ship was on the bank. At noon of this day, I made an attempt to find the drift of the ship by anchoring a life-buoy and allowing the ship to drift for half an hour. I failed to locate the buoy again but know the ship must have drifted more than a mile to about S.S.W., because she drifted right off the bank the buoy was anchored on. Believing that the *Legaspi* would, if broken down, use a sea anchor, I estimated the drift on one knot per hour, and after leaving the bank, laid courses that would intercept her between the bank and Palawan Island. Both day and night while on these courses a rocket was fired every two hours. Nothing, however, was seen of the *Legaspi* or of any other vessel with the exception of the one on the first night out.—Very respectfully,

WILLIAM D. PRIDEAUX.

Master, Commanding

The Commander-in-Chief, United States Asiatic Fleet.

This report but complicates the mystery; some vessel signalled the British vessel *Asson* and then sailed away.

The room for conjecture is illimitable; deductions seemingly logically presented, can be set forth advocating almost any theory.

In the midst of all the conjectures and suspicions there is one man who is hoping almost against hope that perhaps some one of them may turn out to be true, and he is Senior Yribar, the owner of the ship, and the father of her captain.

With regard to the above we are given to understand that the *Legaspi*, whose whereabouts did not take arms or ammunition for the Russians at Port Arthur; she did not take supplies for the *Insurrectos* in Northern Luzon, P.I.; she was not despatched to meet the (phantom) Baltic Fleet; her destination was nowhere but Manila, with a very innocent cargo.

The Hongkong name authorities have not been asked to, and have not sent a gunboat out to search for the missing vessel, and are not going to do so. When seen this morning, by a representative of the *Hongkong Telegraph*, the local agents of the s.s. *Legaspi* said, "all these rumours to the Manila papers, are purest canards, and agglomerations of stupid fabrications, the inventions of some irresponsible and ignorant persons." The whereabouts of the vessel remains unknown, and all hope of hearing further news about her has now been practically abandoned.

## SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board, was held in the Board Room this afternoon, Dr. Atkinson presiding.

## PUBLIC HEALTH AND BUILDINGS ORDINANCE.

A reply from the Government respecting the proviso to sub-section 3 of section 188 of the above Ordinance of 1903 was laid on the table. It reads as follows:—With reference to your letter, No. 375 of the 7th ult., I am directed to inform you that the interpretation placed by Government on the proviso to sub-section 3 of the Public Health and Building Ordinance of 1903 is as follows:—

1. A house fronting such a street as described may in any case be re-erected to a height equal to one and a half times the width of the street.

2. Should the existing house exceed that height, but not exceed double the width of the street, it may be re-erected to the same height as at present.

3. Should the existing house exceed in height double the width of the street it may only be re-erected to a height equal to double the height of the street.

(Sd.) F. H. May,

Colonial Secretary.

## CEMETERY IN KOWLOON.

The Medical Officer of Health submitted a minute recommending that in view of the growing pressure on the available space in the Happy Valley site at Kowloon be reserved as a Protestant Cemetery.

Mr. E. A. Hewett intimated—Agreed. A site on one of the small foot hills should be set aside for a cemetery as the Happy Valley is divided between all denominations, requiring separate burial grounds.

Mr. Pollock asked what site was suggested. The Hon. the Registrar General intimated that he understood that the Roman Catholics wished to apply for a cemetery as well, and suggested that a site which can be divided among all religions should be selected.

## CLEANSING THE COLONY.

Doctor Barpet submitted a report of the general cleansing carried out in Victoria, Kowloon, Kowloon City, and Shaikwan, under the supervision of the Board's officers during the fortnight ending December 10th, 1904, showing that 2,953 houses, containing 7,259 floors, besides 202 empty floors, were cleaned and 183 cartloads of rubbish removed from them by the Board's coolies.

## LIMEWASHING.

During the fortnight ending 3rd January 2,193 houses were limewashed under the supervision of the Board's officers.

## SALE OF FOOD AND DRUGS.

Mr. A. C. Franklin, Government analyst, submitted a report of the result of an examination of a sample of milk, which upon analysis was found to be adulterated.

Mr. Hewett asked if there was any prosecution in this case, and with what result.

Dr. Clark stated that a prosecution was now pending. The adulteration was 14 % WATER SUPPLIES.

Mr. Franklin submitted his report on the water supplies for the month of December, from samples collected from fountains near the pumping station in Bonham Road, Hollywood Road, Chater Road, Kowloon, and at Yau-mat. The results showed that the water is everywhere of excellent quality. Upon a sample taken from a well at On Wai Lane East, he reported that the water was so contaminated with impurities as to be unfit for drinking purposes, and likely to prove injurious to health.

## COMMERCIAL.

Shanghai advices, dated 6th inst., state:—Business reported:—Indo-Chinas at Tls. 914 for March. Farnham Blyds at Tls. 155/157 for January, and Tls. 157 for March. Sumatras at Tls. 654. Maatschappijs at Tls. 292 for March.

Business done direct:—Hongkong and Shanghai Banks at 700 cash ex. 704. Shanghai and Hongkew Wharf shares at Tls. 155 C.N.I. for March. Farnham Blyds at Tls. 159 for January and Tls. 157 for March. Weihaiwei Golds at \$13. Maatschappijs at Tls. 280. Hall and Holtz at \$24. Ices at Tls. 19. Chinese Government E Loans at Tls. 250. S. C. Farnham Blyd & Co. paid an interim dividend of Tls. 5 to-day.

## SHANGHAI FREIGHT.

In their circular of 5th inst., Messrs. Wheelock & Co. state:—There is nothing of interest to report in our homeward freight market, the holidays having intervened since last writing, but we expect to see a fair amount of cargo shipped between this and China New Year, which takes place the first week in February, as the natives are always more ready to sell their produce before that season owing to the tightness of the money market, it being the custom throughout China to balance their accounts at least once a year.

Coastwise:—Considering the season of the year and in comparison with what rates stood at twelve months ago coast-freights just now are exceptionally good and owners of tonnage are reaping a rich harvest with every promise of good freights in the spring on the Northern Ports.

## RETROSPECT OF STOCKS AND SHARES FOR 1904.

Although the result of the annexed table shows an appreciation for all stocks dealt in Shanghai in 1904, of over 8½ millions of Taels, it will be found in estimating by a rough calculation the proportion which belongs to us that we only credit ourselves with about 12½ per cent of this, or say under one million, as the principal stocks which give the greatest appreciation belong to Hongkong, and those which show the greatest loss are Shanghai stocks. Indo-Chinas should have brought us out with better results, but during the past few months, quantities of these shares have been bought by Hongkong and outports who now hold a respectable quantity of Docks and a majority of Indo-Chinas. The depreciation in value of Langkats is due to the fight for supremacy which unhappily took place between the Burmese and Langkat Companies resulting in cut-throat prices, but we are given to understand that an amicable arrangement has now been arrived at by which each will confine itself to its own territory. The loss on the Shanghai and Hongkew Wharf Co's shares is due principally to the bad trade caused by the war and also to the submergence of part of the Tun Ka Doo property. Now that Port Arthur has fallen a revival of trade is confidently expected in the spring and a different result is hoped for in market quotations at the end of this year. Considering difficulties caused by exchange, the vagaries of which have puzzled our most astute Bankers, and the immense influence that the late rise of silver has had upon our market, the out-turn for 1904 may be considered fairly satisfactory. The depreciation in debentures proves how difficult it is to prevent money from being remitted home at the present high exchange with the result that our local loans are neglected.

Messrs. J. A. Sullivan & Co. conclude their observations by stating that for 1905, nothing of importance stand out, excepting the certain advance of investment stocks especially if peace is declared.

## Today's Advertisement.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer "PALMA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Perla*. Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.

Goods not cleared by the 17th instant at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 10th January, 1905.

## To-day's Advertisements.

## THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the SEVENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 30th January, 1905, at 11:30 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1904.

The REGISTER OF SHARES of the Company will be CLOSED on SATURDAY, the 21st January, to MONDAY, the 30th January, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,  
General Agents for the West Point Building Co., Ltd.

Hongkong, 10th January, 1905. [120]

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the SEVENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 30th January, 1905, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1904.

The REGISTER OF SHARES of the Company will be CLOSED on SATURDAY, the 21st January, to MONDAY, the 30th January, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 10th January, 1905. [121]

## THE DAIRY FARM CO., LIMITED.

FARMS AT POKFOOLUM.  
OFFICE & TOWN DEPOT:—WYNDHAM STREET.  
KOWLOON BRANCH:—47, ELGIN ROAD.

FROZEN Sheep Kidneys, 60 Cts. per doz.  
" Partridges, 150 Cts. per doz.  
" Phasants, 150 Cts. per doz.  
" Pork Sausages, 50 Cts. per lb.  
" Fritz Sausages, 60 Cts. per lb.  
Australian Potatoes (Just) \$5.00 per Case of arrived..... 100 lbs.  
Apples (just arrived)..... 20 Cts. per lb.  
Australian Bacon and Ham 65 " "  
Wiltshire Bacon 70 " "  
Yorkshire Bacon 70 " "  
OUR OWN PICKLING.  
Corned Beef (Round)..... 35 Cts. per lb.  
" (Brisket)..... 25 " "  
" Pork (Leg & Shoulder) 40 " "  
" ..... 30 " "  
Hongkong, 10th January, 1905. [125]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

"NAMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 13th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th January, 1905. [119]

## Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to H. M. THE KING and H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"AJAX".....	11th January.
GLASGOW AND LIVERPOOL	"TYDEUS".....	24th January.
GLASGOW AND LIVERPOOL	"PRIAM".....	31st January.
GLASGOW AND LIVERPOOL	"IDOMENEUS".....	26th January.
GLASGOW AND LIVERPOOL	"PROMETHEUS".....	31st January.

S.S. "AJAX" left Singapore on the afternoon of the 5th inst. and is expected to arrive here about 11th.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"HYSON".....	17th January.
* GENOA, MARSEILLES & L'POOL	"HECTOR".....	20th January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM".....	31st January.
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS".....	14th February.
* GENOA, MARSEILLES & L'POOL	"AJAX".....	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS".....	28th February.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS".....	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 7th January, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU AND ILOILO	"KAIFONG".....	11th January.
SHANGHAI	"KWEIFANG".....	11th "
SHANGHAI	"SZECHUAN".....	12th "
MANILA	"TAMING".....	17th "
YOKOHAMA and KOBE	"TSINAN".....	18th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN".....	23rd "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.M.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th January, 1905.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond...	MANILA	SATURDAY, 14th Jan., at 10 A.M.
ZAFIRO .....	2540	R. Rodger .....	"	SATURDAY, 21st Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 7th January, 1905.

AMERICAN ASIATIC STEAMSHIP  
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS.

Steamship	About
"RAS ISSA" .....	30th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 6th January, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA".....	4,370	Brehmer.....	January 33rd, 1905.
"ARABIA".....	4,483	Bahl.....	February 13th, "
"ARAGONIA".....	5,198	Schmidt.....	March 5th, "
"NICOMEDIA".....	4,370	Wagner.....	March 31st, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## TSANG FOO &amp; CO.

COAL MERCHANTS AND STEVEDORES,  
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest  
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

## NOTICE.

BOO CHEONG, of No. 25, Pottinger  
Street, has always on hand

FIRST-CLASS WRITING AND PRINTING

PAPERS, AND STATIONERY

of every variety.

Hongkong, 24th November, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW".....1,309.....J. P. MARTIN.

"KWONG TUNG".....1,338.....H. W. WALKER.

Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4.

Meals.....\$1 each.

The Company's Wharf is a short distance  
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously fur-  
nished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey,  
and.....1.50 "

Meals.....1.00 each.

The steamer's wharf is at the Western end  
of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

WENDT &amp; Co.,

Canton Agents.

Hongkong, 24th June, 1904.

## EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION  
TRIP TO MACAO, on EVERY SUNDAY,  
leaving the Company's wharf at the end of  
Wing Lok Street, at 8.30 A.M., and returning  
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.  
Peregrina's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00.

Return.....\$3.00, ".....\$5.00.

Tiffin and Dinner may be had on Board  
at \$1 each meal.

YUK ON &amp; CO., LD.,

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

## HONGKONG-MACAO LINE.

S.S. "WING CHEE,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES:—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 30  
cents; Return, 50 cents; Steerage, 10 cents.TIPPIN and DINNER can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin, which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.

MING ON &amp; Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 1st November, 1904.

## THE AMERICAN &amp; ORIENTAL LINE.

FOR NEW YORK.

THE Steamship

"CROYDON"

will be despatched for the above Port on or  
about SATURDAY, the 14th instant.

For Freight, apply to

ARNHOLD KARBURG &amp; Co.,

Agents.

Hongkong, 5th January, 1905.

## REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904.

About

"GHAEZE".....21st Jan., 1905.

"SATSUMA".....5th Feb., "

For Freight and further information, apply  
to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 4th January, 1905.

## Shipping—Steamers.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship.

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the  
above Ports, TO-MORROW, the 11th instant,  
at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON &amp; Co., LIMITED,

Agents.

Hongkong, 10th January, 1905.

FOR SHANGHAI.

THE Steamship

"CANTON,"

Captain Stunkel, will be despatched for the  
above Port, on THURSDAY, the 12th instant,  
at 4 P.M.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 9th January, 1905.

NAVIGAZIONE GENERALE ITALIANA,  
(Florio and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN  
and GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE,  
and SOUTH AMERICAN PORTS  
up to CALLAO.(Taking Cargo at through Rates to PERSIAN  
GULF and BAGDAD, also BARCE-  
LONA, VALENZA, ALICANTE,  
ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"

Captain Magagnoli, will be despatched as above,  
on FRIDAY, the 13th instant, at Noon.At BOMBAY, the Steamer is discharging in  
VICTORY DOCK.For further Particulars regarding Freight  
and Passage, apply to

CARLOWITZ &amp; Co.,

Agents.

Hongkong, 9th January, 1905.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as  
above, on FRIDAY, the 13th instant, at 4 P.M.This Steamer has Superior Accommodation  
for First-class Passengers, and is fitted through-  
out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 9th January, 1905.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE &amp; YOKOHAMA.

THE Company's Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, will be despatched for  
the above Ports on or about SATURDAY, the  
14th instant.This Steamer has Superior Accommodation  
for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 5th January, 1905.

NIPPON YUSEN KAISHA.

(TRANS-PACIFIC SERVICE).

FOR VICTORIA, B.C., AND SEATTLE,

WASH., VIA SHANGHAI, MOJI, KOBE  
AND YOKOHAMA.

THE Company's Steamship

"IYO MARU,"

Captain S. J. G. Parsons, will be despatched  
as above, on FRIDAY, the 27th instant, at  
4 P.M.For Freight or Passage, apply to the Com-  
pany's Local Branch Office in Prince's Build-  
ing, First Floor, Chater Road.A. S. MIHARA,  
Manager.

Hongkong, 4th January, 1905.

## Consignees.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, &amp;c.

THE Company's Steamship

"INDRASHAMA,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in  
the Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
goods are landed.Goods not cleared by the 14th instant, at  
4 P.M., will be subject to rent.In case of damage to Goods, the Consignee  
will be held responsible.All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-DAY.

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, 9th January, 1905.

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"FURNEA,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 12 o'clock Noon, the 9th instant,  
will be landed at Consignees' risk and expense  
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, 9th January, 1905.

## Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "ORO,"

FROM MIDDLESBOROUGH, GLASGOW,  
AND LIVERPOOL.CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
at Kowloon, whence and/or from the wharves  
delivery may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon,  
TO-DAY.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 16th instant will be  
subject to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 20th  
instant, or they will not be recognised.All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; Co., LIMITED,

Agents.

## Shipping.

**Arrivals**  
 Rubi, Br. s.s., 1,611, R. W. Almond, 9th Jan.,  
 Manila 7th Jan., Gen.—J. M. & Co.  
 Pakhoi, Br. s.s., 1,229, K. E. Tubb, 9th  
 Jan., thinking 5th Jan., Rice and Gen.  
 —B. & S.  
 Anghin, Ger. s.s., 1,001, F. J. Schaefer, 9th  
 Jan.—Bangkok 2nd Jan., Rice and Gen.  
 —B. & S.  
 Baltimore, Am. cruiser, 4,600, Comdr. Sargent,  
 10th Jan., Chiofo 6th Jan.  
 Choyang, Br. s.s., 1,424, Roope, 10th Jan.,  
 Canton 9th Jan., Gen.—J. M. & Co.  
 Haitan, Br. s.s., 1,183, J. S. Roach, 10th Jan.,  
 Foochow 6th Jan., Amoy 8th and Swatow  
 9th, Gen.—D. L. & Co.  
 Nani Sang, Br. s.s., 2,591, Geo. Payne, 10th  
 Jan.—Calcutta 24th Dec., via Penang and  
 Singapore 1st Jan., Gen.—J. M. & Co.  
 Meeloo, Ch. s.s., 1,321, J. Whitehall, 10th Jan.,  
 Shanghai 6th Jan., Gen.—C. M. S. N. Co.  
 Jalma, Br. s.s., 4,913, G. W. Cockman, 10th  
 Jan.—London 27th Nov., and Singapore  
 4th Jan., Gen.—P. & O. S. N. Co.  
 Wosang, Br. s.s., 1,227, H. S. Malkin, 10th  
 Jan.—Chinking 4th Jan., Gen.—J. M. & Co.  
 Swanley, Br. s.s., 2,980, Wm. Sheldrake, 10th  
 Jan.—Singapore 3rd Jan., Gen.—G. L. & Co.

## Clearances at the Harbour Office.

Kuanghai, for Shanghai.  
 Chiofo, for Swatow.  
 Hai 10, for West River.  
 Tean, for Manila.  
 Promiss, for Bangkok.  
 Attaka, for Canton.  
 Wosang, for Canton.  
 Signi, for Haiphong.  
 Wo sung, for Shanghai.  
 Tuk Hing, for West River.  
 Deirrig, for Naga aiki.  
 Australian, for Port Darwin.  
 Sun Cheng, for Canton.  
 Meefoo, for Canton.  
 Wingchaf, for Macao.  
 Taiwan, for Canton.  
 Purnea, for Amoy.  
 Carl Dietrich, for Haiphong.

## Departures

Jan. 10.  
 Dumbao, for Europe.  
 Lymoon, for Canton.  
 Ocean, H.M.S. battleship, for Miss Bay.  
 Housa, Br. cruiser, for Miss Bay.  
 Tigra, Br. cruiser, for Miss Bay.  
 Dita, Port. gunboat, for Macao.  
 Wathora, for Amoy.  
 Oro, for Shanghai.  
 Australian, for Australian Ports.  
 Kwangshai, for Shanghai.  
 Purnea, for Amoy.  
 Tean, for Manila.  
 Benlarly, for Shanghai.  
 Kiating, for Shanghai.  
 Wosung, for Shanghai.  
 Loongmoo, for Shanghai.  
 Carl Dietrich, for Haiphong.

## Passengers

Per Namsang, from Calcutta, &c.—Mrs. Davis, Messrs. H. Biegel, C. T. Mehta, Kwan, 811 Chinese, and 15 Indians.  
 Per Haitan, from Coast Ports—Mr. and Mrs. Farrow, Mrs. Conner, Miss Campbell, Messrs. Bennett, Cobble, Mackie, Williams, Johnson, Roberts, Edmondstone, Creighton, Anderson, Lannary King, Obitsu, and 312 Chinese.  
 Per Rubi, from Manila—Rev. J. R. Chouza, W. W. Clark, W. C. Johnston, Mrs. J. R. Roll, Miss H. G. Nonso, Mr. G. F. Davis, Mrs. S. G. D. Dixon and child, Miss Dixon, Lieut. H. N. Coates, Mrs. C. H. V. Korkhoven and 3 children, Mr. and Mrs. J. G. Hamilton, Messrs. W. S. Siah, Yeng Yuck Gum, Mrs. Ignola, and 115 Chinese.  
 Per Palm, from London—Mr. W. J. Barry.  
 Per Swanley, from Singapore—Dr. C. P. Felons, and 20 Chinese.

## Passengers departed.

Per Tremont, for Manila—Mr. B. Swilling, Mrs. Henry M. Jones, Messrs. Milton E. Jones, Springer, W. D. Graham, W. A. Lamont, Mr. and Mrs. J. H. Brown, Mrs. R. F. Sellers, Mr. and Mrs. H. F. Ochsander, Capt. and Mrs. Cabell and son, Messrs. W. P. and C. P. Fuller, L. D. Winderm, Mr. E. H. Murray, Messrs. B. Lathorp, B. MacGavin, T. Howlett, F. E. Shaw, P. B. Dancy, Thos. Skinner, Antonio Fiera, Mr. and Mrs. R. Manahan, Mr. and Mrs. Shearer, Mrs. Hawg and 2 children, Mrs. S. K. Beard and daughter, Messrs. Springer, W. D. Wright, Misses Jones, Kemmer, Mrs. J. H. Evans and child, Mr. Swilling, Mrs. Swilley, and Mr. A. M. Pettit.

## Shipping Report

Str. Loongmoo from Manila—Light N.E. wind, smooth.  
 Str. Indrasamba from Manila—Moderate winds and smooth, fine and clear.

## Str. Haitan from Coast Ports—Moderate

variable winds, and foggy weather throughout.

## Str. Namsang from Calcutta—

off Singapore on the 3rd inst., with moderate N.E. breeze and fine clear weather, experienced moderate to fresh N.E. winds, and rough head sea to Lat. 13° N., thence to port light to moderate N.E. wind and slight sea, with fine cloudy weather.

## Vessels in Port.

## Strainers.

Agincourt, Br. s.s., 1,876, Worsnop, 3rd Oct.,  
 Hainan 1st Oct., Ballast—Order.  
 Alga, Br. s.s., 4,806, A. Zeeder, 3rd Jan.,  
 San Francisco via Japan Ports 31st Oct.,  
 and Moji 29th Dec., Gen. and Coal—C. P. M. S. S. Co.  
 Anapa, Br. s.s., 2,357, J. M. Williamson, 5th  
 Jan.—Philadelphia 5th Nov., Paraffin—  
 B. O. Co.  
 Arcadia, Ger. s.s., 3,413, Th. Forck, 2nd Jan.,  
 Hamburg 15th Nov., Gen.—H. A. L.  
 Ascut, Br. s.s., 2,785, C. E. Cox, 28th Dec.,  
 Mororan 17th Dec., Coal—D. & Co., Ltd.  
 Borneo, Ger. s.s., 1,344, E. Muhle, 7th Jan.,  
 Sandakan 1st Jan., Timber and Gen.—  
 M. & Co.  
 Catherine Apar, Br. s.s., 1,730, A. Stewart,  
 4th Jan.—Calcutta 17th Dec., Penang 24th,  
 and Singapore 27th, Gen.—D. S. & Co.,  
 Ltd.  
 Copic, Br. s.s., 2,744, R. Lobez, R.M.R., 27th  
 Dec.—San Francisco 26th Nov., Honolulu  
 3rd Dec., Yokohama 17th, Kobe 19th,  
 Nagasaki 20th, and Shanghai (Wosung)  
 23rd, Mails and Gen.—O. & S. S. Co.  
 Derwent, Br. s.s., 1,554, Jenkins, 1st Jan.,  
 Saloon 26th Dec., Gen.—Man Fat & Co.  
 Eiger, Nor. s.s., 880, C. Rafen, 1st Jan.,  
 Chinking 27th Dec., Penang—Order.  
 Elise, Ger. s.s., 921, J. Petersen, 8th Jan.,  
 Haiphong and Hoibow 7th Jan., Gen.—  
 T. & Co.  
 Empress of China, Br. s.s., 3,046, E. Beetham,  
 R.M.R., 20th Dec.—Vancouver, B.C., 28th  
 Nov., and Shanghai 18th Dec., Mails and  
 Gen.—C. P. R. Co.  
 Holstein, Ger. s.s., 981, J. C. Hansen, 8th Jan.,  
 Haiphong and Hoibow 7th Jan., Rice  
 Pigs—J. & Co.

Hue, Fr. s.s., 705, Godineau, 27th Nov.,  
 Haiphong and Hoibow 26th Nov., Gen.—  
 A. R. M.  
 Indrasamba, Br. s.s., 3,066, W. E. Craver, 8th  
 Jan.—Manila 6th Jan., Gen.—J. M. & Co.  
 Indravelli, Br. s.s., 3,215, S. Cullington, 28th  
 Nov., Shanghai 24th Nov., Ballast—J. M. & Co.  
 Ischia, Ital. s.s., 2,784, M. Dante, 7th Jan.,  
 Bombay 17th Jan., and Singapore 29th  
 Dec., Gen.—C. & Co.  
 Kaifong, Br. s.s., 1,029, E. Finlayson, 6th Jan.,  
 Hoito 2nd Jan., Gen.—B. & S.  
 Kensington, Br. s.s., 2,247, Dower, 3rd Jan.,  
 Callao via Panama and Yokohama 3rd  
 Oct., Ballast—J. M. & Co.  
 Loongsang, Br. s.s., 1,091, G. S. Weigall, 9th  
 Jan.—Manila 6th Jan., Gen.—J. M. & Co.  
 Madeleine Rickmers, Ger. s.s., 1,020, S.  
 Simonsen, 7th Jan.—Bangkok 31st Dec.,  
 Rice and Gen.—B. & S.  
 Paklat, Ger. s.s., 1,017, H. Demes, 8th Jan.,  
 Bangkok 31st Dec., Rice and Wood—B. & S.  
 Petrarich, Ger. s.s., 1,252, C. Ahrens, 8th Jan.,  
 Port Louis (Mauritius) 15th Dec., Sugar—  
 S. W. & Co.  
 Phra Nang, Ger. s.s., 1,231, F. V. Mangelsdorf,  
 3rd Jan.—Bangkok 25th Dec., Rice—B. & S.  
 Powderham, Fr. s.s., 1,497, A. B. Toms, 9th  
 Jan.—Darry Dock 12th Nov., Coal—  
 Order.  
 Promiss, Nor. s.s., 714, E. Thorstensen, 6th  
 Jan.—Bangkok 26th Dec., Gen.—Chinese.  
 Proteus, Nor. s.s., 1,024, C. Moller, 3rd Jan.,  
 Manila 28th Dec., Ballast—E. A. T. Co.  
 Seaward, U.S. transport, 350, Croskey, 28th  
 Dec.—Manila 24th Dec.  
 Signal, Ger. s.s., 907, A. Bendixen, 6th Jan.,  
 Bangkok 28th Dec., Rice and Gen.—J. & Co.  
 Stanley Dollar, Br. s.s., 1,870, Bruce, 3rd Jan.,  
 Moji 28th Dec., Coals—S. T. & Co.  
 Themis, Nor. s.s., 1,209, T. Thomassen, 7th  
 Jan.—Kobe via Moji 30th Dec., Gen.—D. & Co., Ltd.  
 Tsintau, Ger. s.s., 1,002, O. Koch, 5th Jan.,  
 Bangkok 28th Dec., Rice and Gen.—B. & S.  
 Unda, Nor. s.s., 879, G. Gabrielsen, 5th Jan.,  
 Moji 29th Dec., Coal—Order.  
 Volute, Fr. s.s., 2,597, E. Halliday, 5th Jan.,  
 Palembang 26th Dec., Petroleum—J. K. & Co.  
 Wongkok, Ger. s.s., 1,115, W. Reher, 7th Jan.,  
 Bangkok 14th Dec., Rice—B. & S.

## SAILING VESSELS.

Incines, Br. hq., 1,700, Salter, 26th Nov.,  
 Fremantle 20th ept., Sandalwood—Order.  
 Geo. T. Hay, Br. ship, 1,270, E. Spicer, 20th  
 Dec.—Cebu 26th Nov., Ballast—A. K. & Co.  
 Tarang, Am. sch., 7, Probst, 13th Dec.—Yap,  
 (Caroline Island) 4th Dec., Beche-de-Mer—  
 Mr. G. P. Lammert.

## Steamers Expected.

Vessel	From	Agents	Date
Tartar	Shanghai	C. P. R. Co.	Jan. 11
Glenroy	Singapore	McG. & G.	Jan. 11
Denbighshire	Singapore	S. T. & Co.	Jan. 11
Ajax	Singapore	B. & S.	Jan. 11
Kintuck	Shanghai	N. Y. K.	Jan. 11
Ernest Simons	Saigon	M. M.	Jan. 12
Simla	Singapore	P. & O. Co.	Jan. 12
Biberia	Japan	P. M. Co.	Jan. 14
Emp. of India	Japan	C. P. R. Co.	Jan. 16
Tijpanas	Karatsu	C. J. J. Co.	Jan. 16
Reon	Japan	M. & Co.	Jan. 17
Gnelic	Nagasaki	O. & O. Co.	Jan. 18
Zieten	Colombo	M. & Co.	Jan. 19
Numantia	Portland	P. & A. Co.	Jan. 23
Arabis	Portland	P. & A. Co.	Feb. 8

## Hongkong &amp; Whampoa Dock Returns.

U.S.S. Fathomer ... at Kowloon Dock.  
 Agincourt ...  
 Hue ...  
 Indravelli ...  
 Nanning ...  
 U.S.S. Seafarer ...  
 H.M.S. Handy ...  
 Shun Lee ...  
 Ascut ...  
 Tangtun ...  
 Powan ...  
 Adamastor ...  
 Proteus ...  
 Stanley Dollar ...  
 Themis ...  
 Aberdeen

## Ships Passed the Canal.

Outward—23rd December—Machon, Idomeus, Alvia, Radnorshire, Heathburn, 27th December—Baralong, Formosa, Zlatan, Denborough, Eady Abby, 30th December—Albion, Prometheus, Romulus, Para, 4th January—Benalder, Glenfarg, Falcondale Hall, Pak Ling, Polyneis, Moduff, 7th January—Ceylon, Sinter, Baron, Shuntier, Palmeny, Egrement, Valletta.  
 Homeward—23rd December—Shoonya, 27th December—Jaion, 30th December—Preussen, 4th January—Agamemnon, 7th January—Tourane.

## Arrivals at Home—23rd December—Hind-

ustan, 27th December—Manila, Machon, Prins Regent Luitpold, 4th January—Kaitou.

## VISITORS AT THE HOTELS.

## PEAK.

Atkinson, F. D. Moxon, Mr. and Mrs. Herbert.  
 Beattie, J. M. Muelle, Consul E.  
 Peattie, M. P. Olifant, Capt. and Mrs. Dik, F. B.  
 Benderick, Capt. and Mrs. O'Neil, J. L. Hough.  
 Bentwick, Mrs. Ormiston, Major and Mrs.  
 Boyle, Lady and maid.  
 Brown, Col. F. L. Parker, R.N., A. R.  
 Brown, Mr. L. F. Parker, Mrs.  
 Brown, Miss Ethel Phillips, Major.  
 Brown, Miss Ethel Pollock, K.C., Mr.  
 Chapman, A. Foxton, Mr.  
 Chichester, Major and Mrs. Robert A. G.  
 Mrs. A. Sawyer, Mrs.  
 Courtney, G. Smith, C. W.  
 Darling, Col. Smith, A. Findlay.  
 David, J. Mr. Smith, Mr. and Mrs.  
 Dixon, Mr. Spackshaver, W. O. C.  
 Dynoch, Lieut. A. Stevenson, D.  
 Galen, Capt. Stoppa, Mr.  
 Grant, A. R. Story, Mr.  
 Hardy, R.N., Capt. Stun, Mr.  
 Hardy, Mrs. E. C. Thomson, Mr. & Mrs.  
 Haysen, Col. W.  
 Hageland, F. A. Watson, R.E., Capt.  
 Holborow, Mr. and Mrs.  
 Hudg, D. M.  
 Jeffries, H. U. Wenborn, S. T.  
 Joseph, Mr. and Mrs. White, Dr. and Mrs.  
 Loring, Major C. L. M. J.  
 Kymer, Mr. and Mrs. Yates, Mr. & Mrs. C. C.  
 Lang, Mr. Martin, R.

## KOWLOON.

Heriot, R.M.L.I., Capt. Rowe, Mrs. W. E. and child.  
 Holmes, N. M. Stevenson, Lt.-Comdr.  
 McNaught, Mr. and Mrs. Thomson, Major and Mrs.  
 Mitchell, Mr. Thomson, G. S.  
 Newman, Mr. and Mrs. Thomson, J. H.  
 W. K. Watson, Mr. and Mrs.  
 Richards, Mrs. Powell W. H.

**HONGKONG.**  
 Akehurst, Mrs. Icel, Rev. F.  
 Anderson, Mrs. W. R. Johnston, W. C.  
 Barber, O. Katschi, H. E.  
 Barbill, P. Kamps, E. Le  
 Bauer, Mr. & Mrs. C. J. Krauss, E. Le  
 Bevis, Miss C. & maid Launay, Mr.  
 Biegl, H. Lewis, A. R.  
 Bingham, Mr. & Mrs. Macdonald, D.  
 T. E. and child Mackenzie, Mr. & Mrs.  
 Birbeck, R. J. G. and 3 children  
 Bish, W. N. Marriott, Dr. O.  
 Bissell, W. S. McArat, T. P.  
 Blair, D. K. Mehta, C. L.  
 Boggan, Mr. and Mrs. Moir, R.N., Lt. and Mrs.  
 and infant W. M.  
 Bonner, E. A. Moon, Mr. & Mrs. E. M.  
 Borthwick, R. W. Newall, S. G.  
 Borthwick, Mrs. R. W. Newington, A. G.  
 and child Page, W. T.  
 Brown, M. S. Pattie, Mrs. J. A.  
 Broughall, L. Perkins, Mr. and Mrs.  
 Campbell, Miss M. T. L.  
 Clark, Dr. Francis Potts, W. H.  
 Clark, T. Puddappa, W. T.  
 Clark, W. G. Quin, Jas.  
 Conger, Mrs. E. H. Ranney, F. O.  
 Cunningham, G. Ranney, Mrs. F. O.  
 Curtis, St. John H. Rice, P. F.  
 Davies, F. O. Roach, Mrs. J. S. and  
 Davies, Mrs. J. T. child  
 Deacon, F. B. Robertson, W. R.  
 Dean, G. Rutherford, N. H.  
 Dinnia, Mr. & Mrs. R. Sayle, R. T. D.  
 Douglas, Capt. & Mrs. J. Schmidt, W. E.  
 Downing, Mr. and Mrs. Scott, Mr. & Mrs. J. G.  
 T. C. Scott, C.  
 Dux, R. Somerville, Geo.  
 Edwards, G. H. Soper, C. H.  
 Emerson, A. Stein, A. L.  
 Evans, Capt. J. W. Stewart, W. M.  
 Farrow, Mr. and Mrs. C. J. Thomas, Dr. J. C.  
 Fish, H. G. Thornbrow, W. J.  
 Forster, Dr. A. F. Trimmell, W. D.  
 Freeman, Dr. W. P. Tausch, E.  
 Frege, Mr. and Mrs. A. Wakefield, Mrs. & Miss  
 Glover, C. Wemyss, J. L.  
 Graham, C. A. Wemyss, Mr. and Mrs.  
 Graham, D. W. F.  
 Grant, A. W. Whitton, Mrs. A. M.  
 Gray, H. C. child and infant  
 Haelscher, M. Williamson, A.S.C., Maj.  
 Hall, Capt. I. Wilson, A.  
 Hamilton, Mr. and Mrs. Wilson, R.  
 J. V. Wolff, Philip  
 Hanron, J. Woolmer, Mr. and Mrs.  
 Harding, R. C. F.  
 Hardy, Mrs. C. S. Wright, Mr. and Mrs.  
 Hurst, R.N., Engineer Gordon  
 Capt. Young, W. S.  
 Huke, Mr. and Mrs.

## CHATEAUBERN.

Bird, Mr. & Mrs. L. G. Smith, E. Grant  
 Dann, G. H. Smith, Mr. and Mrs.  
 Franklin, G. Grant  
 Gaskell, Mr. and Mrs. Southam, Mr. and Mrs.  
 Holmes, Mr. and Mrs. child  
 Morrell, G. E. Webb, Mr. and Mrs.  
 Riadore, R.N., Lieut. Montague  
 Commander & Mrs. Woodward, Mr. & Mrs.  
 and children  
 Nicholls, E. A.

## OCCIDENTAL.

Bands, F. Loias, Mr. and Mrs.  
 Brown, Mr. T. C. and daughter  
 Chandler, Lieut. Matthews, F.  
 Fries, Mr. Munro, Miss A.  
 Firth, H. N. M. V.  
 Gaucien, C. N. Reier, W.  
 Key, Dr. Roher, Capt. W.  
 Kien, L. Roth, Dr.  
 Lloyd, Mr. and Mrs. Twyne, Mrs.  
 and child Worsnap, Capt.

## JAPANESE OFFICE.

## A Yacht will close for—

Canton—Per Hankow, 11th Jan., 7:30 A.M.  
 Bangkok—Per Phranang, 11th Jan., 10 A.M.  
 Wuhu—Per Fooching, 11th Jan., 10 A.M.  
 Shanghai, Nagasaki, Kobe, Yokohama,  
 Victoria and Vancouver, B.C.—Per Empress of  
 China, 11th Jan., 11 A.M.  
 Singapore, Penang and Calcutta—Per  
 Catherine Apar, 11th Jan., 2 P.M.  
 Cebu and Hilo—Per Kaitou, 11th Jan.,  
 3 P.M.  
 Shanghai—Per Kwaiyang, 11th Jan., 3 P.M.  
 Singapore, Penang and Colombo—Per  
 Kintuck, 11th Jan., 3 P.M.  
 Saigon—Per Derwent, 11th Jan., 4 P.M.  
 Shanghai—Per Taitung, 11th Jan., 5 P.M.  
 Canton—Per Fathian, 11th Jan., 5 P.M.  
 Canton—Per Honam, 12th Jan., 7:30 A.M.  
 Swatow, Amoy and Foochow—Per Haitan,  
 12th Jan., 9 A.M.  
 Shanghai—Per Szechuan, 12th Jan., 3 P.M.  
 Shanghai—Per Canton, 12th Jan., 3 P.M.  
 Canton—Per Kinsan, 12th Jan., 5 P.M.  
 Canton—Per Hankow, 13th Jan., 7:30 A.M.  
 Shanghai, Nagasaki, Kobe, Yokohama,  
 Honolulu and San Francisco—Per Celtic, 13th  
 Jan., 10 A.M.  
 Singapore, Penang and Bombay—Per Ichia,  
 13th Jan., 10 A.M.  
 Macao—Per Heungshan, 13th Jan., 1:15 P.M.  
 Manila—Per Loongsang, 13th Jan., 3 P.M.  
 Canton—Per Fathian, 13th Jan., 5 P.M.  
 Nantao—Per Taitung, 13th Jan., 5 P.M.  
 Sanbue—Per Hoi Fu, 13th Jan., 5 P.M.  
 Canton—Per Honam, 14th Jan., 7:30 A.M.  
 Manila—Per Rubi, 14th Jan., 9 A.M.  
 Nagasaki, Kobe and Yokohama—Per Den-  
 bighshire, 14th Jan., 10 A.M.  
 Europe, &c., India, via Tauran—Per  
 Malta, 14th Jan., 11 A.M.  
 Macao—Per Heungshan, 14th Jan., 1:15 P.M.  
 Shanghai, Moji, Kobe and Yokohama—Per  
 Taitung, 14th Jan., 3 P.M.  
 Nantao—Per Taitung, 14th Jan., 5 P.M.  
 Sanbue—Per Hoi Fu, 14th Jan., 5 P.M.  
 Canton—Per Kinsan, 15th Jan., 9 A.M.  
 Macao—Per Heungshan, 16th Jan., 1:15 P.M.  
 Nantao—Per Taitung, 16th Jan., 5 P.M.  
 Sanbue—Per Hoi Fu, 16th Jan., 5 P.M.  
 Manila—Per Taitung, 17th Jan., 5 P.M.  
 Europe, &c., India, via Tauran—Per  
 Room, 18th Jan., 11 A.M.  
 Singapore, Penang and Calcutta—Per  
 Nantao, 18th Dec., 3 P.M.  
 Kudat and Sandakan—Per Borneo, 18th  
 Jan., 8 A.M.  
 Kobe and Yokohama—Per Tsinan, 18th  
 Jan., 3 P.M.  
 Manila—Per Zafra, 21st Jan., 9 A.M.  
 Port Darwin, Thursday Island, Cooktown,  
 Cairns, Townsville, Brisbane, Sydney, Hobart,  
 Launceston, New Zealand, Melbourne, Ade-  
 laide and Perth—Per Taitung, 23rd Jan., 3 P.M.  
 Shanghai, Nagasaki, Kobe, Yokohama,  
 Victoria and Vancouver, B.C.—Per Tartar,  
 25th Jan., 11 A.M.  
 Shanghai, Moji, Kobe, Yokohama, Victoria,  
 B.C. and Seattle, U.S.A.—Per Iyo Maru, 27th  
 Jan., 3 P.M.

## Attention is called to page 5 paragraph

50 of the Hongkong Post Office which has  
 reference to the stamping and posting of  
 Christmas and New Year Cards.  
 Cards which are sealed or forwarded in  
 closed covers with the corners cut off or with  
 notched ends will be treated as letters and can-  
 not be forwarded at Book Post rate.  
 On and after the 1st December, 1904, deli-  
 veries for Postal District No. 11, viz. Albany,  
 Peak Road, will leave the Post Office at 9 A.M.,  
 1 p.m. and 5 p.m., daily on week days and  
 9 a.m. on Sundays.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Manila—Per *Rubi*, 14th Jan, 9 A.M.  
Nagasaki, Kobe and Yokohama—Per *Demighifera*, 14th Jan, 10 A.M.  
Europe, &c., India, via *Tatoozin*—Per *Malta*, 14th Jan, 11 A.M.  
Macao—Per *Heungshing*, 14th Jan., 1.15 P.M.  
Shanghai, Moji, Kobe and Yokohama—Per *Tijltagt*, 14th Jan, 3 P.M.  
Nantao—Per *Talchin*, 14th Jan, 5 P.M.  
Sanbue—Per *Hol Fu*, 14th Jan, 5 P.M.  
Canton—Per *Kishan*, 15th Jan, 9 A.M.  
Macao—Per *Heungshing*, 16th Jan, 1.15 P.M.  
Nantao—Per *Talchin*, 16th Jan, 5 P.M.  
Sanbue—Per *Hol Fu*, 16th Jan, 5 P.M.  
Manila—Per *Taming*, 17th Jan, 3 P.M.  
Europe, &c., India, via *Tatoozin*—Per *Room*, 18th Jan, 11 A.M.  
Singapore, Penang and Calcutta—Per *Namling*, 18th Dec. 3 P.M.  
Kudat and Sandakan—Per *Bornio*, 18th Jan, 8 A.M.  
Kobe and Yokohama—Per *Tsinan*, 18th Jan, 3 P.M.  
Manila—Per *Zafra*, 21st Jan, 9 A.M.  
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Talyzan*, 23rd Jan, 2 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 25th Jan, A.M.  
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, U.S.A.—Per *Iyo Maru*, 27th Jan, 3 P.M.

☞ Attention is called to page 5 paragraph 50 of the Hongkong Postal Guide which has reference to the stamping and posting of Christmas and New Year Cards.

Cards which are sealed or forwarded in closed covers with the corners cut off or with notched ends will be treated as letters and cannot be forwarded at Book Post rate.

On and after the 1st December, 1904, deliveries for Postal District No. 11, viz, Albany Peak Road, will leave the Post Office at 9 A.M. 1 p.m. and 4 p.m., daily on week days and 9 a.m. on Sundays.

## Mails.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"MALTA," Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 14th January, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Himalaya*, 6,898 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 25th February, 1905.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent, Hongkong, 3rd January, 1905.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT,

MARSEILLES, LONDON,

HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "AUSTRALIEN."

Captain H. Verron, will be despatched for MARSEILLES on TUESDAY, the 24th January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS*, 7th February.

S.S. *POLYNESIEN*, 21st February.

L. BRIDOU,

Acting Agent.

Hongkong, 10th January, 1905.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Tremont</i> .....	9,605	T. W. Garlick.	Ab. Jan. 19
<i>Lyra</i> .....	4,417	G. V. Williams	" Feb. 9
<i>Pielades</i> .....	3,753	F. G. Purington	" Mar. 4

\*Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shazumut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.

Hongkong, 9th January, 1905.

## NOTICE OF REMOVAL.

A FOOK & Co.,

SHIP AND HOUSE COMPRADORES, have this day

## REMOVED

TO

No. 12, POTTINGER STREET,

(opposite their old establishment),

Hongkong, 24th November, 1904.

## For Sale.

FOR SALE OR TO LET, AT THE PEAK.

Nos. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—

SHEWAN, TOMES & Co.

Hongkong, 30th December, 1904. [1398]

## FOR SALE.

## INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

## INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &amp;c.

for GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

## TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

## To Let.

## TO LET.

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [71]

## TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

## TO LET.

NO. 1, RIFON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd December, 1904. [69]

## TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD, Comfortable and airy flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker.

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

## TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8 and 10 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleaned and colour-washed, in flats or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

## TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Tsa Tsui, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATOON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

## TO LET.

GODOWNS Nos. 100 and 101, Praya East, with Water Frontage.

Apply to—

"VICTORIA BUILDINGS."

Hongkong, 28th December, 1904. [1394]

## TO LET.

ONE ROOM on the First Floor of ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 10th December, 1904. [74]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELEY & PORTS. Corrected to noon, later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation .....	80,000	\$125	\$125	{ £1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$1,492,554	{ Div. of £1.1/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904..... }	5 1/2 %	{ \$710 London 271 }
National Bank of China, Limited.....	99,925	£7	£7	{ \$1,400,000 \$1,730 }	\$21,668	\$2 (London 3/6) for 1903 .....	5 1/2 %	\$38 sales
MARINE INSURANCES.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,400,000 \$1,730 }	\$150,494	\$17 for 1903 .....	6 1/2 %	\$250
China Traders' Insurance Company, Limited .....	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,366 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904 .....	7 1/2 %	\$58 buyers
North China Insurance Company, Limited .....	10,000	£15	£5	{ Tls. 800,000 \$1,850,000 \$20,000 \$37,749 \$83,110 \$846,773 \$700,000 \$37,704 \$1,000,000 \$125,675 \$2,561 \$1,170,288 }	Tls. 217,119	Final of 10/- making £1 for 1903 .....	8 %	Tls. 96 sellers
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	{ \$1,850,000 \$20,000 \$37,749 \$83,110 \$846,773 \$700,000 \$37,704 \$1,000,000 \$125,675 \$2,561 \$1,170,288 }	\$2,078,997	\$35 for 1903 .....	5 %	\$700 sales
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	{ \$1,000,000 \$125,675 \$2,561 \$1,170,288 }	\$486,284	\$12 for 1902 .....	8 %	\$150
FIRE INSURANCES.								
China Fire Insurance Company, Limited .....	20,000	\$100	\$70	{ \$1,000,000 \$125,675 \$2,561 \$1,170,288 }	\$320,047	\$6 dividend & \$1 bonus for 1902 .....	7 1/2 %	\$51 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,000,000 \$125,675 \$2,561 \$1,170,288 }	\$371,110	\$22 1/2 for 1902 .....	6 1/2 %	\$355 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	{ none \$185,000 \$80,935 \$500,000 \$157,555 }	Dr. \$63,123	\$5 for 1900 .....	...	\$23
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ none \$185,000 \$80,935 \$500,000 \$157,555 }	Nil.	\$5 for year ended 30.6.1903 .....	6 %	\$33 1/2 sales
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	{ none \$185,000 \$80,935 \$500,000 \$157,555 }	\$16,362	\$1 1/2 for first half-year 1904 .....	10 1/2 %	\$27 1/2
Indo-China Steam Navigation Company, Limited .....	60,000	£10	£10	{ £205,000 \$1,000,000 }	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378 .....	4 1/2 %	\$27 sellers
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	{ none \$185,000 \$80,935 \$500,000 \$157,555 }	Tls. 55,541	Interim of Tls. 2 for 1904 .....	7 1/2 %	Tls. 48 sellers
Do. (Preference) .....	2,000,000	£1	£1	{ £40,000 \$200,000 \$15,993 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	£19,555	Interim of 1/- (Coupon No. 5) for 1904 .....	4 1/2 %	25 1/2
"Shell" Transport and Trading Company, Limited.....	10,000	\$10	\$10	{ £40,000 \$200,000 \$15,993 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$1,287	{ \$1.80 & b. 40 cts \$0.90 & b. 20 cts. } for year ending 30.4.04 .....	3 1/2 %	\$38
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	{ £40,000 \$200,000 \$15,993 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$33,648	\$5 for 2nd 1/2 year making \$13 for 1903 .....	9 %	\$145 sellers
Straits Steamship Company, Limited .....	5,000	\$100	\$100	{ £40,000 \$200,000 \$15,993 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 865	Interim of Tls. 1 1/2 for 1904 .....	10 %	Tls. 30 sellers
Taku Tug and Lighter Company, Limited .....	30,000	T.Tls. 50	T.Tls. 50	{ £40,000 \$200,000 \$15,993 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 865	Interim of \$5 for 1904 .....	...	\$25 sellers
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ none \$185,000 \$80,935 \$500,000 \$157,555 }	Dr. \$147,717	\$3 for 1897 .....	...	\$16 buyers
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	{ none \$185,000 \$80,935 \$500,000 \$157,555 }	Dr. \$75,905	Tls. 2 1/2 for year ending 30.9.04 .....	4 1/2 %	Tls. 60 sellers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	{ none \$185,000 \$80,935 \$500,000 \$157,555 }	Tls. 1,635	No. 3 of 1/6 50 cents making G. \$1 for 1904 .....	6 1/2 %	Tls. 6 1/2 buyers G \$16 1/2
MINING.								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	{ £40,000 \$200,000 \$15,993 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	£7,820	Final of Fcs. 25 making Fcs. 55 for 1903 .....	8 %	\$45 sellers
Oriental Consolidated Mining Company, Limited .....	50,000	G \$10	G \$10	{ £40,000 \$200,000 \$15,993 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	G \$67,099	\$3.75 for 1903 .....	4 1/2 %	\$112 buyers
Raub Australian Gold Mining Company, Limited .....	50,000	£1	£1	{ £40,000 \$200,000 \$15,993 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	£4,029	Interim of \$2 1/2 for 1904 .....	7 1/2 %	\$220 sellers
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin .....	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 .....	...	\$490
Geo. Fenwick & Co., Limited .....	6,000	\$25	\$25	{ £70,000 \$350,000 \$250,000 \$25,500 }	\$10,517	\$3.75 for 1903 .....	8 %	\$45 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd. ...	30,000	\$50	\$50	{ £70,000 \$350,000 \$250,000 \$25,500 }	\$28,015	Interim of \$2 1/2 for 1904 .....	4 1/2 %	\$112 buyers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	{ £70,000 \$350,000 \$250,000 \$25,500 }	\$505,471	{ \$6 dividend and \$2 bonus for first half- year 1904 .....	7 1/2 %	\$220 sellers
Howarth Erskine, Limited .....	12,000	\$100	\$100	{ £70,000 \$350,000 \$250,000 \$25,500 }	.....	\$10 div. & \$5 bonus for year end. 30/6/04 .....	7 1/2 %	\$203 buyers
New Amoy Dock Company, Limited .....	6,000	\$6 1/2	\$6 1/2	{ £70,000 \$350,000 \$250,000 \$25,500 }	\$489	\$1 1/2 for 1903 .....	4 1/2 %	\$27 sellers
Riley Hargreaves & Co., Limited .....	6,000	\$100	\$100	{ £70,000 \$350,000 \$250,000 \$25,500 }	\$40,936	{ \$10 div. and \$2 1/2 bonus } for 1903 .....	6 1/2 %	\$190 sellers
Do. (Preference) .....	2,750	\$100	\$100	{ £70,000 \$350,000 \$250,000 \$25,500 }	Tls. 48,153	\$7 dividend .....	8 1/2 %	Tls. 155 buyers
S. C. Farnham, Boyd & Co., Limited .....	55,200	Tls. 100	Tls. 100	{ £70,000 \$350,000 \$250,000 \$25,500 }	Tls. 22,895	Tls. 5 interim for 1904/5 .....	8 1/2 %	Tls. 127 1/2 sales
Shanghai and Hongkong Wharf Company .....	32,000	Tls. 100	Tls. 100	{ £70,000 \$350,000 \$250,000 \$25,500 }	Tls. 487,210	Interim of Tls. 4 for 1904 .....	3 1/2 %	\$350 sales
Tanjong Pagar Dock Company, Limited .....	37,000	\$100	\$100	{ £70,000 \$350,000 \$250,000 \$25,500 }	\$43,732	\$5 for first half year 1904 .....	3 1/2 %	Tls. 187 1/2 sales
Yangtze Wharf and Godown Company, Limited .....	2,500	Tls. 100	Tls. 100	{ £70,000 \$350,000 \$250,000 \$25,500 }	Tls. 1,760	Tls. 18 for 1903 .....	...	Tls. 155 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	{ none \$185,000 \$80,935 \$500,000 \$157,555 }	\$9,989	\$2 1/2 for year ended 30.6.1904 .....	9 %	\$28 sales
Astor House Hotel, Limited (Tientsin) .....	2,000	T.Tls. 50	T.Tls. 50	{ none \$185,000 \$80,935 \$500,000 \$157,555 }	Tls. 655	Interim of Tls. 4 .....	6 %	Tls. 148 sellers
China Land and Finance Company, Limited .....	6,000	Tls. 50	Tls. 50	{ none \$185,000 \$80,935 \$500,000 \$157,555 }	.....	Interim of Tls. 2 .....	...	Tls. 55
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$100,000 \$11,824 \$20,000 \$300,000 \$13,986 \$200,607 \$500,000 }	\$11,668	\$5 for first half-year 1904 .....	7 1/2 %	\$744
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	{ \$100,000 \$11,824 \$20,000 \$300,000 \$13,986 \$200,607 \$500,000 }	\$51,066	Interim of \$6 for 1904 .....	8 %	\$146 sellers
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	{ \$100,000 \$11,824 \$20,000 \$300,000 \$13,986 \$200,607 \$500,000 }	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904 .....	4 1/2 %	Tls. 19 sales
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	{ \$100,000 \$11,824 \$20,000 \$300,000 \$13,986 \$200,607 \$500,000 }	\$9,177	90 cents for 1903 .....	7 1/2 %	\$12 1/2 buyers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$30	{ none \$800,000 \$150,000 \$17,144 }	\$636	\$2.50 for 1903 .....	4 1/2 %	\$38 1/2
Shanghai Land Investment Company, Limited .....	52,000	Tls. 50	Tls. 50	{ none \$800,000 \$150,000 \$17,144 }	Tls. 37,634	Interim of Tls. 3 for 1904 .....	7 %	Tls. 117 buyers
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	{ none \$800,000 \$150,000 \$17,144 }	Dr. Tls. 2,132	Interim of Tls. 3 1/2 .....	...	Tls. 44 buyers
Tientsin Land Investment Company, Limited .....	7,720	Tls. 100	Tls. 100	{ none \$800,000 \$150,000 \$17,144 }	Tls. 325	Interim of Tls. 3 for 1904 .....	7 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited.....	3,764	Tls. 25	Tls. 25	{ none \$800,000 \$150,000 \$17,144 }	Tls. 5,150	None .....	...	Tls. 12 buyers
West Point Building Company, Limited .....	12,500	\$50	\$50	{ none \$800,000 \$150,000 \$17,144 }	\$1,362	Interim of \$1 1/2 for 1904 .....	5 %	\$59 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	{ none \$800,000 \$150,000 \$17,144 }	Tls. 11,655	Tls. 4 for year ended 31.10.1903 .....	4 1/2 %	Tls. 25 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	{ none \$800,000 \$150,000 \$17,144 }	\$22,862	50 cents for the year ending 31.7.04 .....	3 1/2 %	\$13 1/2 sellers
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,127 }	Tls. 13,629	Interim of 3 % a/c 1898 .....	...	Tls. 25 sales
Loow-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 50,000 Tls. 35,127 }	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares .....	...	Tls. 24 sales
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	{ Tls. 50,000 Tls. 35,127 }	Tls. 26,389	4 % for 1897 .....	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited .....	300	\$200	\$200	{ none \$800,000 \$150,000 \$17,144 }	\$779	\$125 for year ending 30.6.1900 .....	...	\$100 buyers
Philippine Company, Limited .....	67,500	\$10	\$10	{ none \$800,000 \$150,000 \$17,144 }	.....	First year .....	...	\$9 1/2
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 35,000 \$200,000 \$15,000 }	Tls. 1,091	Interim of Tls. 3 .....	9 %	Tls. 65 buyers
MISCELLANEOUS.								
A. S. Watson & Co., Limited .....	90,000	\$10	\$10	{ Tls. 24,820 Tls. 35,000 \$200,000 \$15,000 }	\$2,883	Interim of 50 cents for 1904 .....	8 %	\$12 1/2 buyers
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ none \$800,000 \$150,000 \$17,144 }	£161	6d. per share for 1903 .....	5 1/2 %	\$5
Campbell, Moore & Co., Limited.....	1,200	\$10	\$10	{ none \$800,000 \$150,000 \$17,144 }	\$506	\$3 for 1903 .....	7 1/2 %	\$10 buyers
Central Stores, Limited .....	6,000	\$15	\$12	{ none \$800,000 \$150,000 \$17,144 }	\$1,253	Interim of £1.20 for 1904 .....	11 1/2 %	\$22 sellers
Do. (Founders) .....	123	\$15	\$7 1/2	{ none \$800,000 \$150,000 \$17,144 }	.....	None .....	6 1/2 %	\$8 sellers
Do. (New Issue) .....	24,000	\$12	\$12	{ none \$800,000 \$150,000 \$17,144 }	Nil.	Preferential of 7 per cent for 1904 .....	4 1/2 %	\$13 1/2 buyers
China-Borneo Company, Limited .....	60,000	Tls. 50	Tls. 50	{ none \$800,000 \$150,000 \$17,144 }	Tls. 1,942	60 cents for 1903 .....	8 %	Tls. 75 sales
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	{ none \$800,000 \$150,000 \$17,144 }	\$7,339	Tls. 6 for 1903 .....	...	\$10 sales
China Light and Power Company, Limited .....	30,000	\$10	\$10	{ none \$800,000 \$150,000 \$17,144 }	\$55,000	None .....	...	\$9 1/2 sales
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$7 1/2	\$6	{ none \$800,000 \$150,000 \$17,144 }	\$1,171	80 cents for 1903 .....	8 1/2 %	\$13 sales
Dairy Farm Company, Limited .....	25,000	Tls. 50	Tls. 50	{ none \$800,000 \$150,000 \$17,144 }	.....	\$14 for year ending 31.7.1903 .....	...	Tls. 10 sales
E. L. Mondon, Limited .....	7,000	Tls. 50	Tls. 50	{ none \$800,000 \$150,000 \$17,144 }	Dr. Tls. 152,318	Tls. 5 for 1902 .....	7 1/2 %	\$100
Fraser and Neave, Limited .....	4,500	\$50	\$50	{ none \$800,000 \$150,000 \$17,144 }	\$2,706	\$5 div. and \$2 1/2 bonus for 1903 .....	5 1/2 %	\$29 buyers
Green Island Cement Company, Limited .....	100,000	\$10	\$10	{ none \$800,000 \$150,000 \$17,144 }	\$31,115	\$1.50 for 1903 .....	14 %	\$25 sales
Hall & Holt, Limited .....	21,000	\$20	\$20	{ £23,109 £3,000 }	\$7,625	Interim of \$1 .....	7 1/2 %	\$160 buyers
Hongkong & China Gas Company, Limited.....	7,000	£10	£10	{ £23,109 £3,000 }	.....	£1 div. and 2/- bonus for 1903 .....	6 1/2 %	\$1 1/2 buyers
Hongkong Electric Company, Limited .....	30,000	\$10	\$10	{ none \$800,000 \$150,000 \$17,144 }	\$1,747	{ \$100 } for year ending 30.4.1904 .....	5 1/2 %	\$9 buyers
Hongkong High-Level Tramways Company, Ltd. ....	1,250	\$100	\$100	{ none \$800,000 \$150,000 \$17,144 }	\$5,795	50 cents } for year ending 30.11.1904 .....	5 1/2 %	\$105 sellers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ none \$800,000 \$150,000 \$17,144 }	\$5,844	Interim of \$4 for 1904 .....	6 %	\$255
Hongkong Rope Manufacturing Company, Ltd. ....	10,000	\$50	\$50	{ none \$800,000 \$150,000 \$17,144 }	\$8,395	\$10 for 1903 .....	6 1/2 %	\$155 buyers
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	{ none \$800,000 \$150,000 \$17,144 }	\$2,500	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04 .....	6 1/2 %	\$20 sales
Katze Brothers, Limited .....	10,000	\$100	\$100	{ none \$800,000 \$150,000 \$17,144 }	\$275,000	\$13 for 1903 .....	9 1/2 %	\$135 buyers
Late, Crawford & Co., Limited (Shanghai) .....	2,500	\$160	\$160	{ none \$800,000 \$150,000 \$17,144 }	\$21,582	Interim of 35 .....	8 1/2 %	\$140 buyers
Maatschappij tot Nijl-, Bosch- en Landbouw- exploitatie in Langkat .....	25,000	Gs. 100	Gs. 100	{ Tls. 334,669 Tls. 11,143 }	Tls. 27,187	{ 4th quarterly of Tls. 5, paid 15.12.04 making in all Tls. 35, for 1904 }	12 1/2 %	Tls. 280 sales
Maynard and Company, Limited .....	3,400	\$10	\$10	{ none \$800,000 \$150,000 \$17,144 }	.....	\$2 for year ended 31.10.1903 .....	7 1/2 %	\$27 buyers
S. Moutrie & Company, Limited .....	4,000	\$50	\$50	{ none \$800,000 \$150,000 \$17,144 }	\$832	Final of \$5 making \$5 for the year ending 30.6.04 .....	9 %	\$55 1/2 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ none \$800,000 \$150,000 \$17,144 }	Dr. \$5,537	None .....	...	\$50
Shanghai Gas Company, Limited .....	1							